

CANADIAN ARCTIC GAS PIPELINE LIMITED



ALTERNATIVE CROSS-DELTA ROUTING

ALIGNMENT SHEETS

SECTION 8 a 3

DESIGN DRAWINGS - DELTA CROSSINGS

SECTION 8 b 3

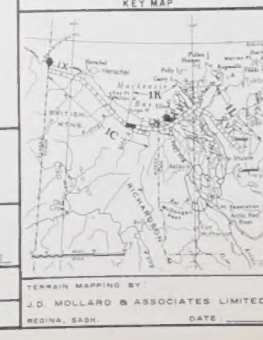
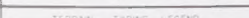
FLOW DIAGRAMS

SECTION 8 b 4

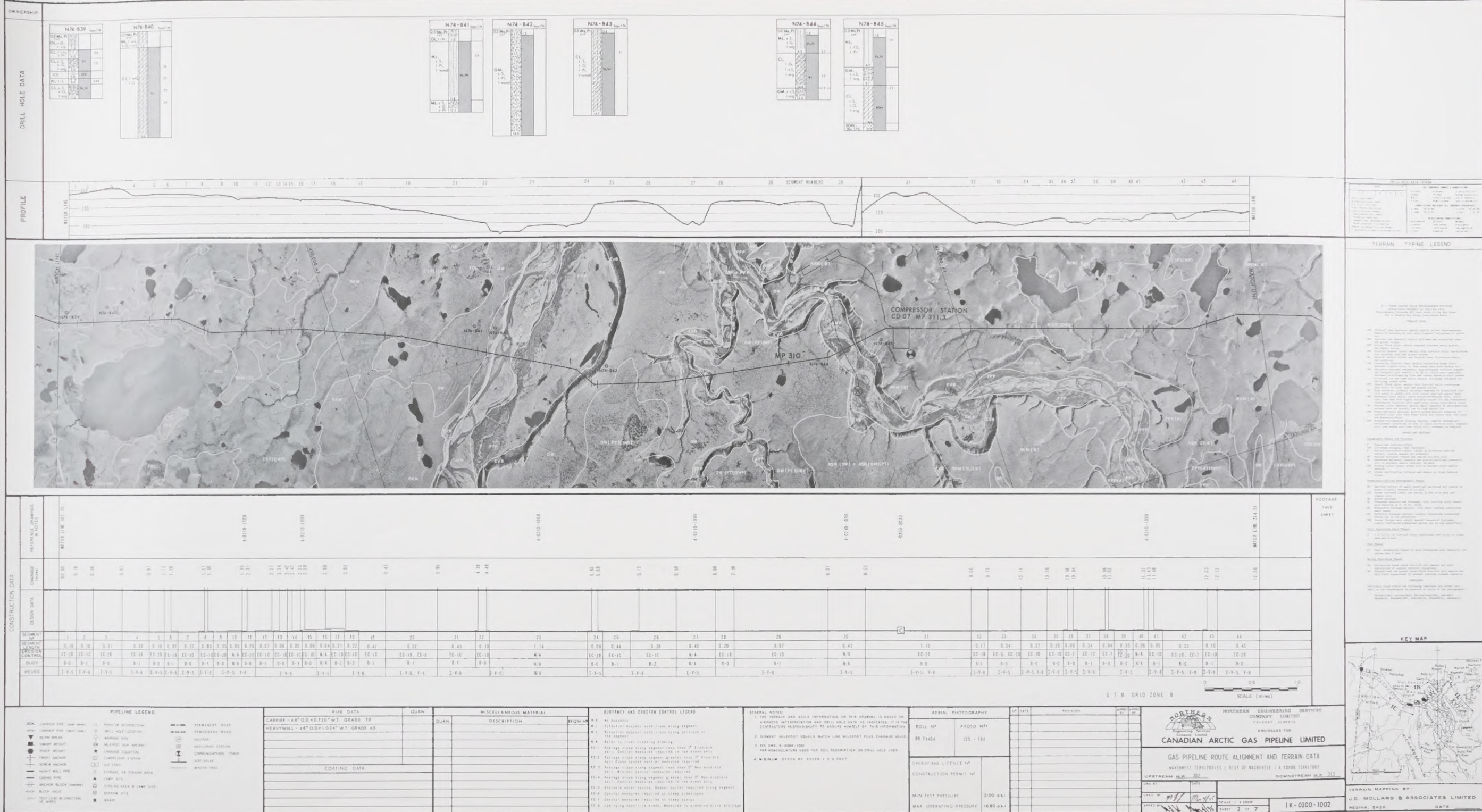


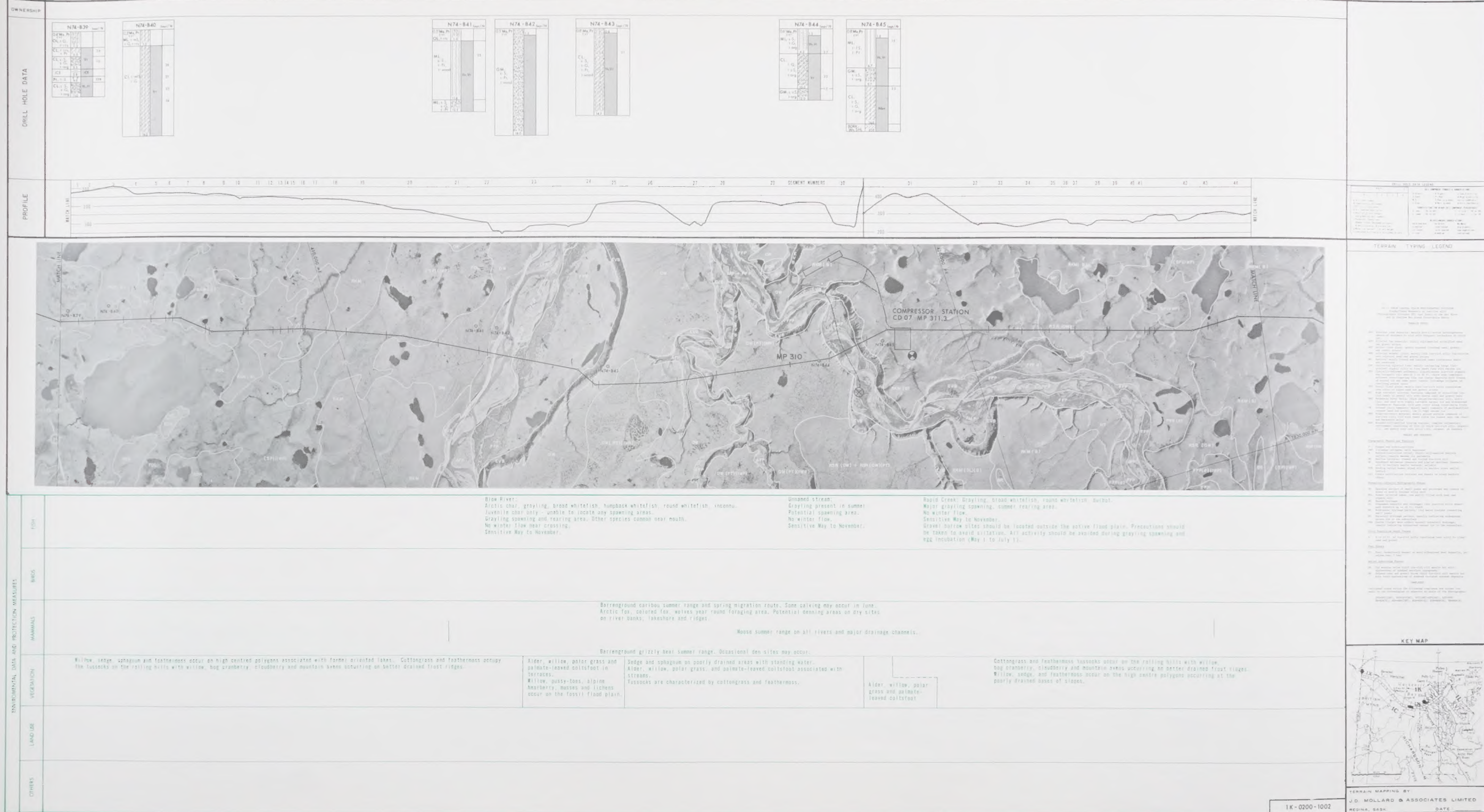
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in 2025 with funding from
University of Toronto

<https://archive.org/details/31761120645858>



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[illegible]

OWNERSHIP

PROFILE

ENVIRONMENTAL DATA AND PROTECTION MEASURES

FISH

BEES

MAMMALS

VEGETATION

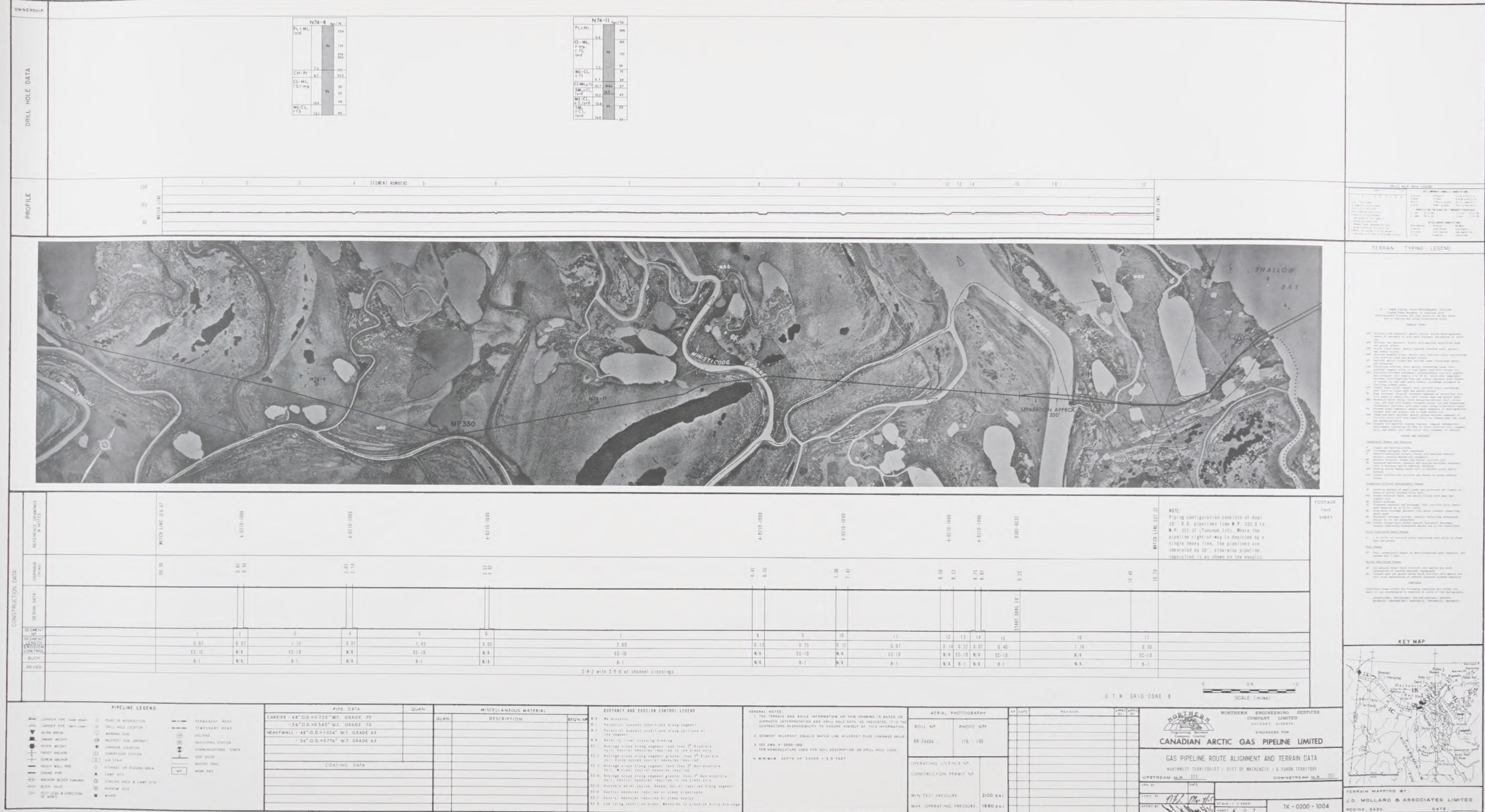
LAND USE

OTHERS

TERRAIN TYPING LEGEND

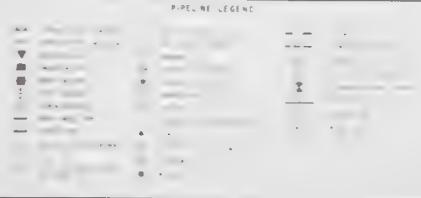
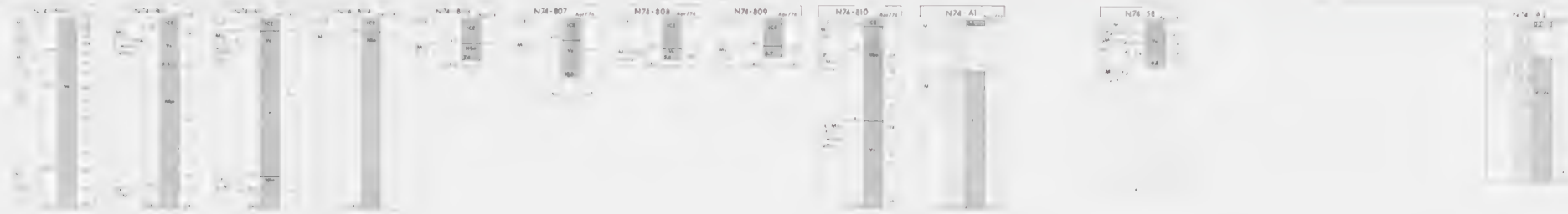
KEY MAP

TERRAIN MAPPING BY
J.D. MOLLARD & ASSOCIATES LIMITED
REGINA, SASK. DATE 1K-0200-1003



1K-0200-1004 J.D. MOLLARD & ASSOCIATES LIMITED
REGINA, SASK. DATE: _____

PROFILE



F.1		F.2		F.3		F.4		F.5		F.6		F.7		F.8		F.9		F.10		F.11		F.12		F.13		F.14		F.15		F.16		F.17		F.18		F.19		F.20		F.21		F.22		F.23		F.24		F.25		F.26		F.27		F.28		F.29		F.30		F.31		F.32		F.33		F.34		F.35		F.36		F.37		F.38		F.39		F.40		F.41		F.42		F.43		F.44		F.45		F.46		F.47		F.48		F.49		F.50		F.51		F.52		F.53		F.54		F.55		F.56		F.57		F.58		F.59		F.60		F.61		F.62		F.63		F.64		F.65		F.66		F.67		F.68		F.69		F.70		F.71		F.72		F.73		F.74		F.75		F.76		F.77		F.78		F.79		F.80		F.81		F.82		F.83		F.84		F.85		F.86		F.87		F.88		F.89		F.90		F.91		F.92		F.93		F.94		F.95		F.96		F.97		F.98		F.99		F.100	
F.1		F.2		F.3		F.4		F.5		F.6		F.7		F.8		F.9		F.10		F.11		F.12		F.13		F.14		F.15		F.16		F.17		F.18		F.19		F.20		F.21		F.22		F.23		F.24		F.25		F.26		F.27		F.28		F.29		F.30		F.31		F.32		F.33		F.34		F.35		F.36		F.37		F.38		F.39		F.40		F.41		F.42		F.43		F.44		F.45		F.46		F.47		F.48		F.49		F.50		F.51		F.52		F.53		F.54		F.55		F.56		F.57		F.58		F.59		F.60		F.61		F.62		F.63		F.64		F.65		F.66		F.67		F.68		F.69		F.70		F.71		F.72		F.73		F.74		F.75		F.76		F.77		F.78		F.79		F.80		F.81		F.82		F.83		F.84		F.85		F.86		F.87		F.88		F.89		F.90		F.91		F.92		F.93		F.94		F.95		F.96		F.97		F.98		F.99		F.100	

UNIVERSITY OF ALBERTA LIBRARY

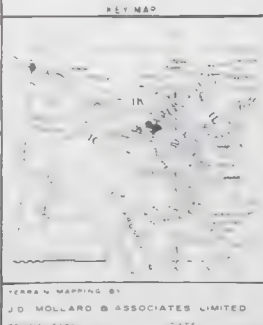
ENGINEERING SERIES
IMPACT LIMITED

CANADIAN ARCTIC GAS PIPELINE LIMITED

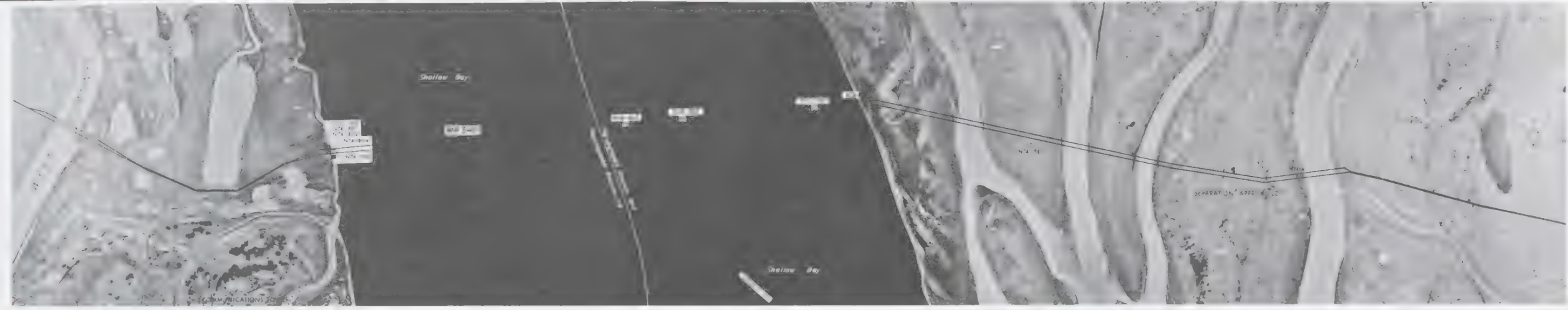
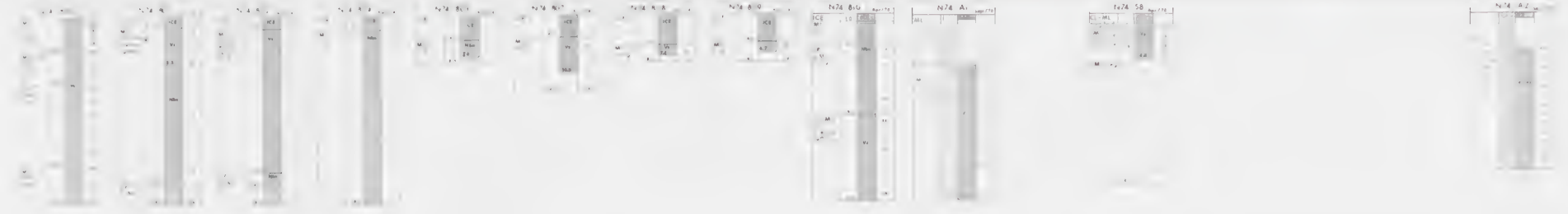
GAS PIPELINE ROUTE ALIGNMENT AND TERRAIN DATA
3F BACKENITZ & YODD

UPSTREAM MAP DOWNSTREAM MAP

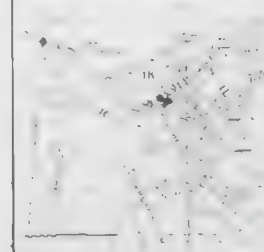
IK - 0200 - 1005



OWNERSHIP
DRILL HOLE DATA
PROFILE



KEY MAP



ERRATA
J.D. MOLLARD & ASSOCIATES LIMITED
REGINA, SASK.
DATE

IK-0200-1005

83



1

[illegible]

0000 0100 81

Figure 10. The pipeline configuration consists of dual 38.0 Gb pipelines from MIP 335.9 to MIP 372.37 (Tunukula Ict). Where the pipeline length of way is depicted by a strong heavy line the pipelines are separated by 50 otherwise pipeline separation is as shown on the map.

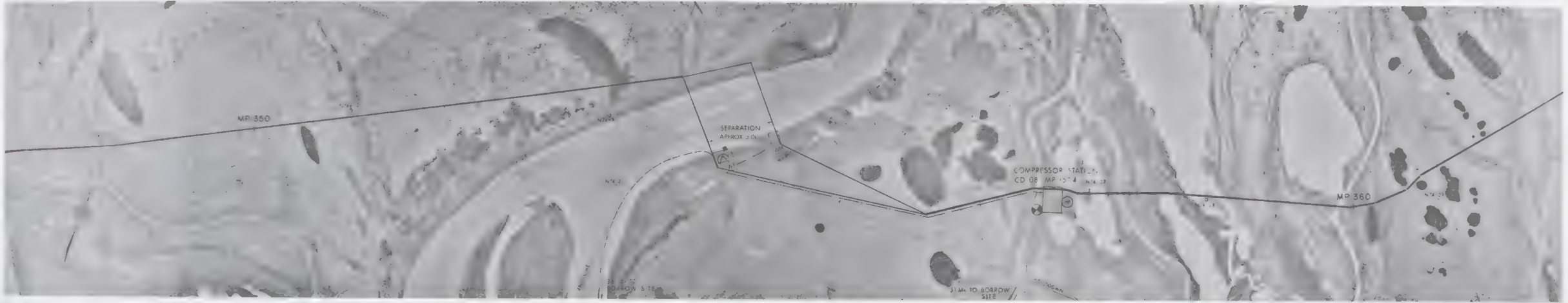
6601 010 1090

00:00:00

10:00 AM

I V 2 with I V-6 at channel crossing[illegible]

DRILL HOLE DATA



While drilling, a large tree was struck by a rock, causing it to fall. The tree was located near the compressor station. The rock was estimated to be about 100 lbs. The tree was struck in the trunk, about 10 feet above the ground. The tree was struck in the trunk, about 10 feet above the ground. The tree was struck in the trunk, about 10 feet above the ground.

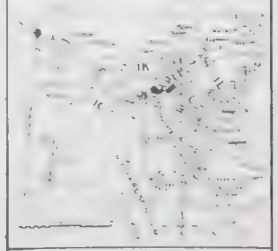
Moderate productivity for nesting waterfowl, some use during fall migration.

Large open areas for nesting waterfowl, some use during fall migration. Large open areas for nesting waterfowl, some use during fall migration. Large open areas for nesting waterfowl, some use during fall migration.

Large open areas for nesting waterfowl, some use during fall migration. Large open areas for nesting waterfowl, some use during fall migration. Large open areas for nesting waterfowl, some use during fall migration.

Large open areas for nesting waterfowl, some use during fall migration. Large open areas for nesting waterfowl, some use during fall migration. Large open areas for nesting waterfowl, some use during fall migration.

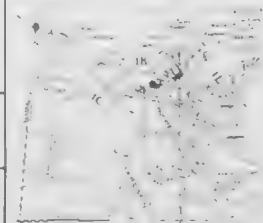
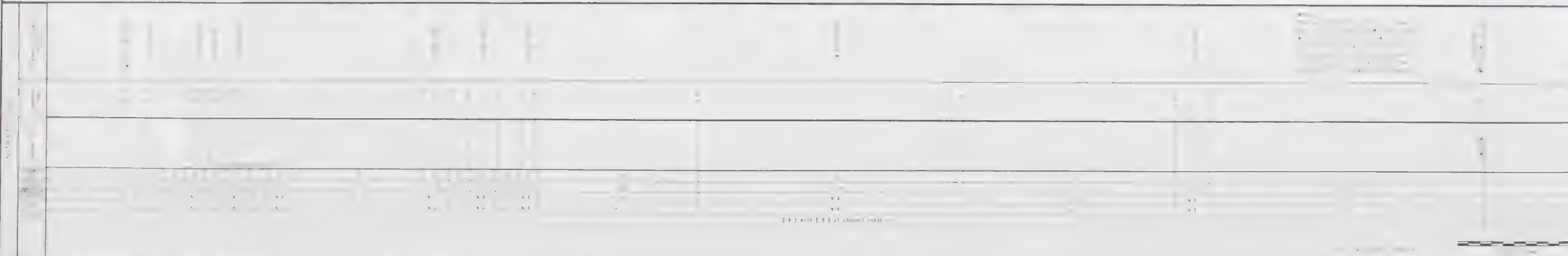
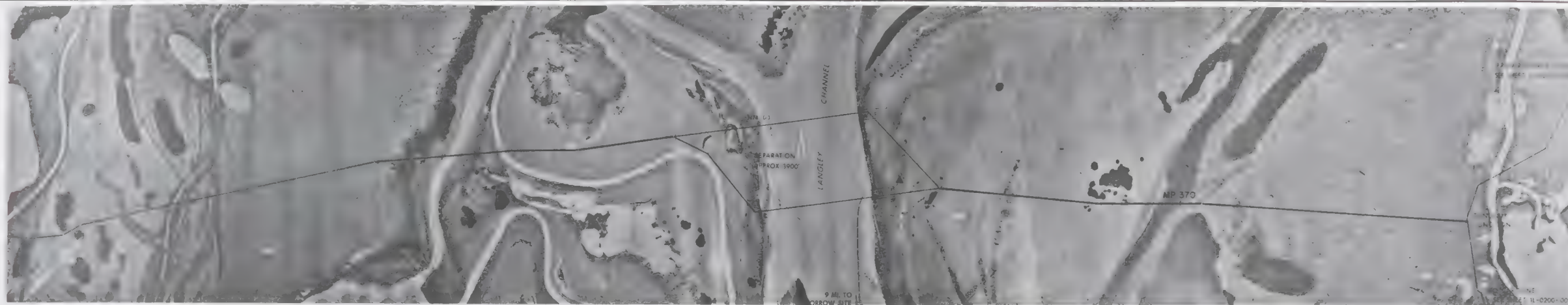
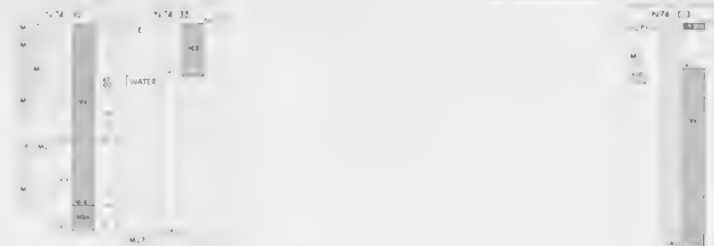
KEY MAP



TERMINAL MAPPING BY
J.D. MOLLARD & ASSOCIATES LIMITED
REGINA, SASK. DATE

IK-0200-1006

PROFILE

[illegible]

22
20
18
16
14
12
10
8
6
4
2
0

FEET



0 MI. TO
BORROW SITE

SEE SHEET 16-2000-102

Notes: 1. This is a typical example of the type of wetland found in the area.

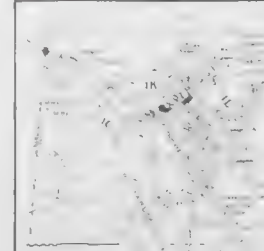
2. The water level in the wetland is typically 1 to 2 feet above the ground surface during the winter. Some flooding may occur for 2 to 4 weeks. The water level is typically 1 to 2 feet above the ground surface during the summer.

3. The water level in the wetland is typically 1 to 2 feet above the ground surface during the winter. Some flooding may occur for 2 to 4 weeks. The water level is typically 1 to 2 feet above the ground surface during the summer.

4. The water level in the wetland is typically 1 to 2 feet above the ground surface during the winter. Some flooding may occur for 2 to 4 weeks. The water level is typically 1 to 2 feet above the ground surface during the summer.

5. The water level in the wetland is typically 1 to 2 feet above the ground surface during the winter. Some flooding may occur for 2 to 4 weeks. The water level is typically 1 to 2 feet above the ground surface during the summer.

KEY MAP



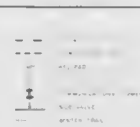
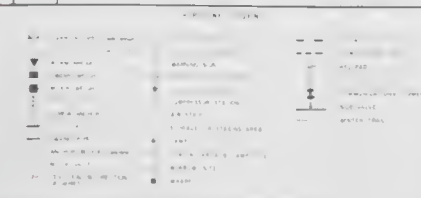
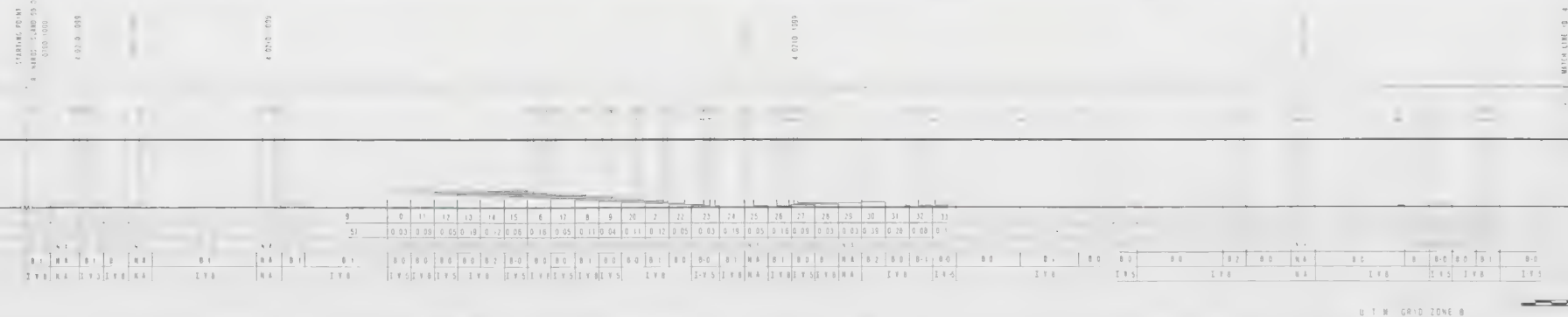
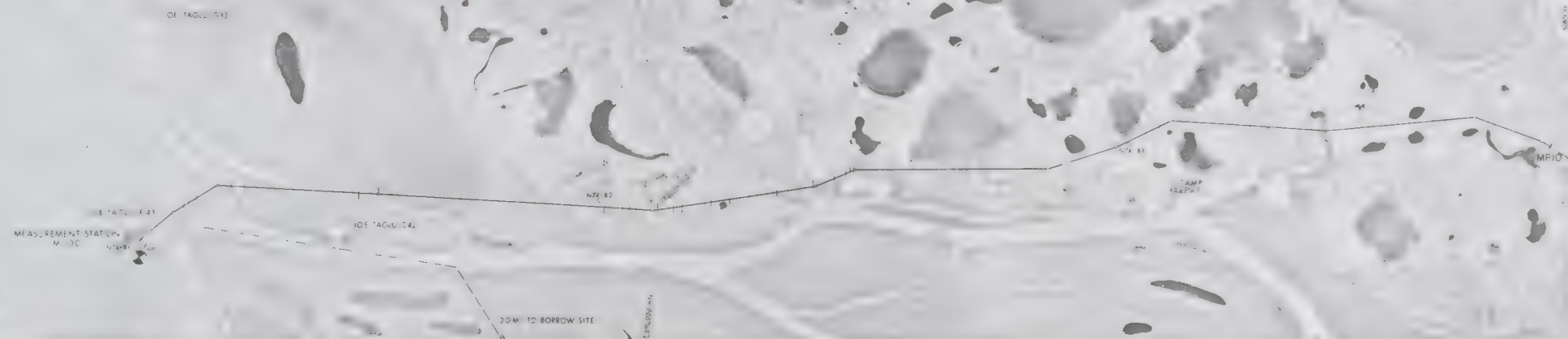
FIELD MAP
J.D. MOLLARD & ASSOCIATES LIMITED
REGINA, SASK. DATE

16-2000-102

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2 # SEGMENT NUMBERS 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29



										DATE	
NAME	AGE	SEX	REL	MR	MR	MR	MR	MR	MR	MR	MR
DO	MR	MR	MR	MR	MR	MR	MR	MR	MR	MR	MR
COST NO DATA											

[illegible][illegible]

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

| | |
|-------------------------|-----------|
| BR 7405 | 788 195 |
| PERF NUM. IN 2 SET | |
| DATE OF ACQUISITION | |
| MAX. OPERATING PRESSURE | 2100 psi. |
| | 1680 psi. |

| | |
|----------------|--------------|
| | TORONTO |
| CANADIAN | GAS PIPELINE |
| NORTHERN TRAIL | MONTREAL |
| 87-000000 | |
| | |
| APR 91 | |

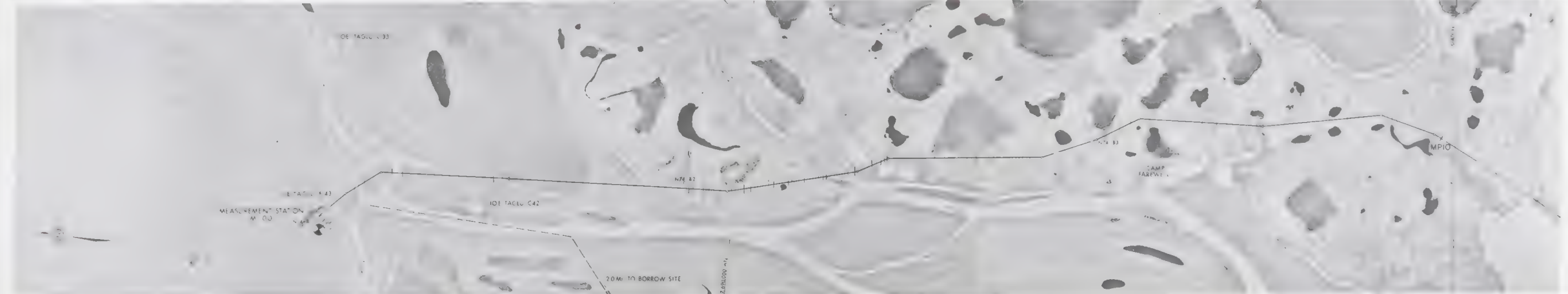
COMPANY LIMITED
ENCL. NEEDS FOR
ARCTIC GAS PIPELINE LIMITED
ROUTE ALIGNMENT AND TERRAIN DATA
TOP. IS 015' OF WACKENZ E & KADON TIER 001
NORTH 1/4 1/4
11-0200-1001

TERRAIN MAPPING BY
 J.D. MOLLARD & ASSOCIATES LIMITED
 REGINA, SASK. DATE _____

DRILL HOLE DATA

10000

10000



1. The map shows the location of the measurement station and the borrow site. The measurement station is located at the intersection of the road and the river. The borrow site is located 20 meters from the measurement station.

2. The map shows the location of the measurement station and the borrow site. The measurement station is located at the intersection of the road and the river. The borrow site is located 20 meters from the measurement station.

3. The map shows the location of the measurement station and the borrow site. The measurement station is located at the intersection of the road and the river. The borrow site is located 20 meters from the measurement station.

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6. The map shows the location of the measurement station and the borrow site. The measurement station is located at the intersection of the road and the river. The borrow site is located 20 meters from the measurement station.

7. The map shows the location of the measurement station and the borrow site. The measurement station is located at the intersection of the road and the river. The borrow site is located 20 meters from the measurement station.

8. The map shows the location of the measurement station and the borrow site. The measurement station is located at the intersection of the road and the river. The borrow site is located 20 meters from the measurement station.

10000

KEY MAP



10000

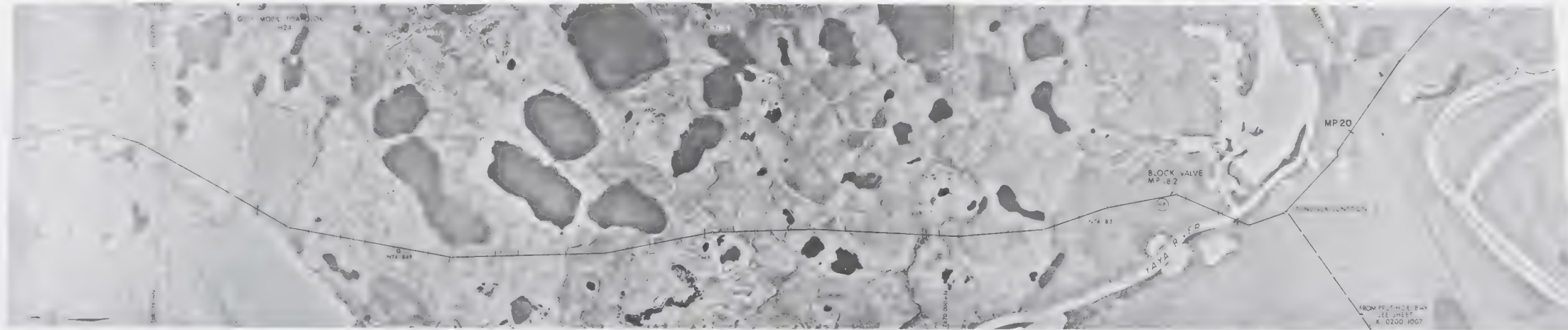
10000

DRILL HOLE DATA

DEPTH



6. CEMENT 11. BUREAU

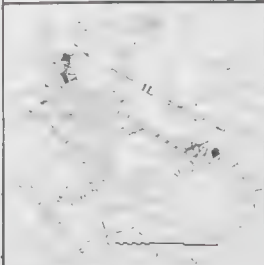


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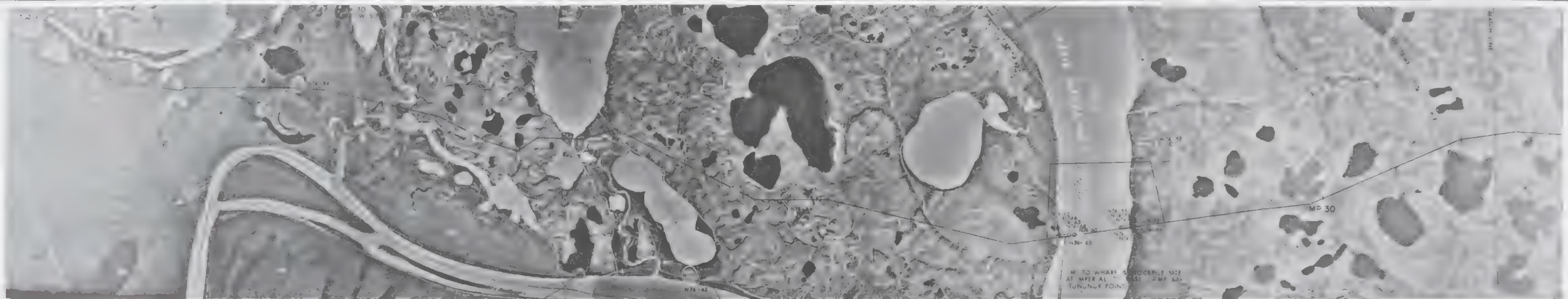
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KEY MAP



IL - 0200 - 1002

JO MOLLARD & ASSOCIATES LIMITED
REGINA, SASK. DATE



| | | | | | | | | | | | | | | | | | |
|-------|------|-------|-------|------|-------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 0.40 | 0.26 | 0.53 | 0.03 | 0.38 | 0.09 | 0.05 | 0.30 | 0.07 | 0.57 | 0.12 | 0.00 | 0.10 | 0.15 | 0.10 | 0.10 | 0.05 | 0.32 |
| EC 20 | EC 6 | EC 10 | EC 20 | NA | EC 20 | NA | EC 10 | EC 7 | EC 19 | EC 10 | EC 10 | EC 20 | EC 10 | EC 10 | EC 10 | EC 10 | EC 20 |
| B=0 | B=0 | B=0 | NA | B=0 | B=1 | NA | B=1 | B=0 | B=0 | B=2 | B=0 | B=2 | B=0 | B=1 | B=0 | B=1 | B=0 |

PIPELINE LEGEND

- PERMANENT ROAD
- TEMPORARY ROAD
- AIRWAY
- HIGHWAY
- AIRPORT

| PIPE DATA | | QUAN | MISCELLANEOUS MATERIAL | |
|--------------------------|------------------------------|------|------------------------|-------------|
| ORDER | 48" O.D. X 7.70 WT. GRADE 70 | | QUAN | DESCRIPTION |
| N | 354" = 29.5' | | | |
| COAT N ₂ DATA | | | | |

QUANTITY AND EXPOSITION CONTROL LEGEND

Q R No Quantity
A

R J Prime & Subprime Lead + One & Two On + And Of

A B

B A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

C A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

D A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

E A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

F A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

G A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

H A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

I A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

J A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

K A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

L A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

M A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

N A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

O A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

P A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Q A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

R A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

S A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

T A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

U A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

V A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

W A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

X A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Y A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Z A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

GENERAL NOTES
THE TERRAIN AND SOIL INFORMATION ON THIS DRAWING IS BASED ON
ALTIMETER INTERPRETATION AND DRILL HOLE DATA AS INDICATED. IT IS
NOT TO BE USED FOR CONSTRUCTION PURPOSES.
1. SEGMENT WILEROOST EQUALS MATCH LINE WILEROOST PLUS CHAMBER HOLE
2. SEE SHEET 2 FOR CONTINUED
3. INSTRUMENTS USED FOR SOIL DESCRIPTION ON DRILL HOLE 105
4. MINIMUM DEPTH OF COVER = 2.5 FEET

| AERIAL PHOTOGRAPHY | | REF. DATA | REVISION | APPROV.
BY | DATE |
|--------------------------|-----------|-------------|----------|---------------|------|
| 8 | 100 | 100 | | | |
| BR 7405 | 268 - 270 | | | | |
| PERMIT NO. | | | | | |
| CONSTRUCTION PERMIT NO. | | | | | |
| MIN. TEST PRESSURE | | 2100 P.S.I. | | | |
| MAX. PERMIT NO. 14855-61 | | 6.9' P.S. | | | |

NORTHSTAR
Engineering Services
Limited

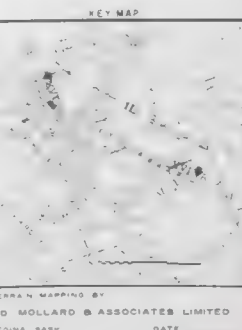
**NORTHERN ENGINEERING SERVICES
COMPANY LIMITED**
TOLL FREE 1-800-387-4626
ENGINEERS FOR

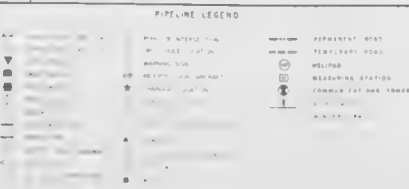
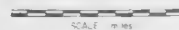
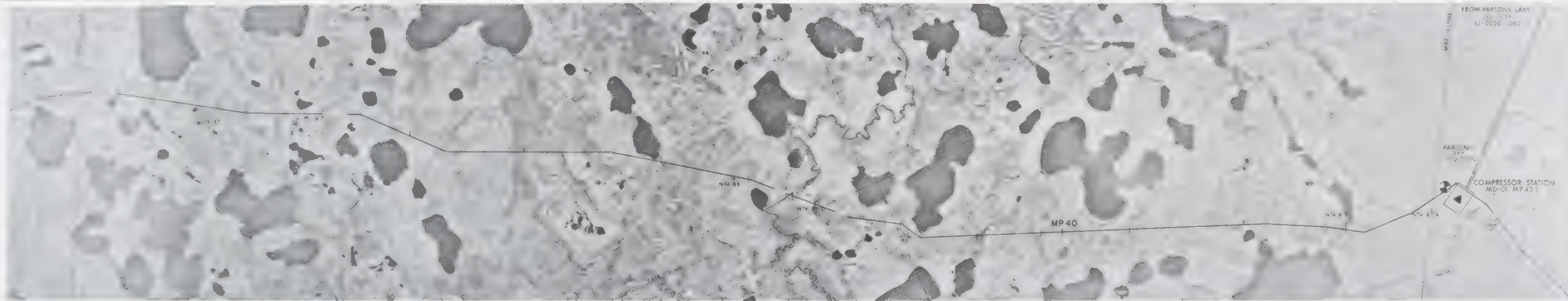
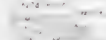
CANADIAN ARCTIC GAS PIPELINE LIMITED

GAS PIPELINE ROUTE ALIGNMENT AND TERRAIN DATA
FROM "D" TO "E" S 51° 0' W 1:25,000 S. PLAN "D" TO "E"

UPSTREAM S.D. 20 DOWNSTREAM S.D. 21

FILE NO. 11-0200-1003



[illegible][illegible]

GENERAL NOTES

1. THE FERRIM AND SOILS INFORMATION ON THIS DRAWING IS BASED ON SURVEY, INTERPRETATION AND DRILL LOG DATA AS SUPPLIED BY CONTRACTOR RESPONSIBILITY TO ASSURE CORRECTNESS OF THIS INFORMATION


2. SEQUENCE MINEROPY (EQUALS) LINE AND MINEROPY PLUS (MINOR) MINEROPY

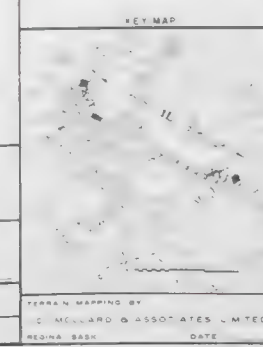
3. SEE DWS 4 000 000

4. FOR INFORMATION USED FOR SOIL DESCRIPTION ON DRILL HOLE - 003

5. MINIMUM DEPTH OF COVER = 2.5 FEET

| | SERIAL PHOTOGRAPH | | W/CUT | REVISION | DATE
PL. | TIME
PL. |
|------------------------|-------------------|--|-------|----------|-------------|-------------|
| ROLL NO | PHOTO NO | | | | | |
| BR 7495 | 758 767 | | | | | |
| LEGAT NEW ORLEANS MI | | | | | | |
| LUNATION PERM + MI | | | | | | |
| FUNG PRESSURE 1800 PSI | | | | | | |

| | | | |
|--|--|---|--|
|  | | NORTHERN ENGINEERING SERVICES
COMPANY LIMITED
ENGINEERS FOR | |
| CANADIAN ARCTIC GAS PIPELINE LIMITED | | | |
| GAS PIPELINE ROUTE ALIGNMENT AND TERRAIN DATA
NORTHWEST TERRITORIES DISTRICT OF MACKENZIE & YUKON TERRITORY | | | |
| UPSTREAM M.D. 32 | | DOWNSTREAM M.D. 1 | |
| DATE 11-20-00 | | 11-0200-1004 | |

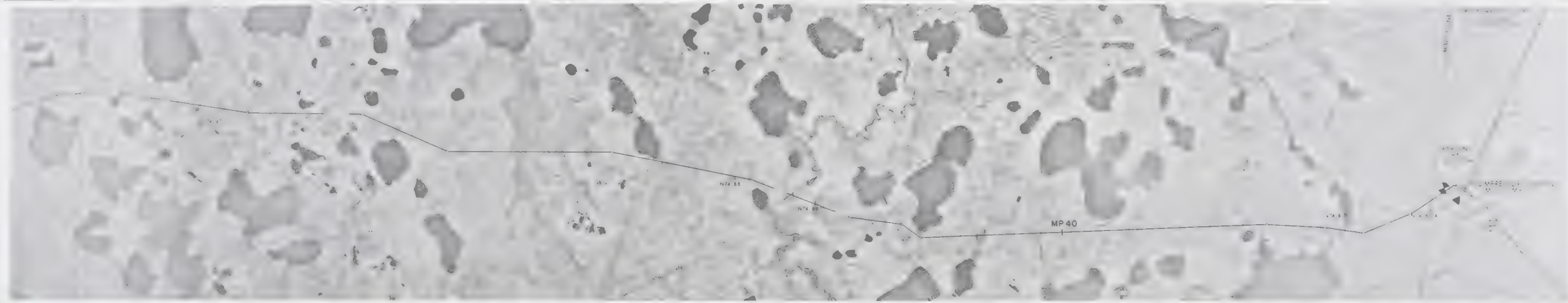


N72-B1
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 N72-B1

N72-B10
 N72-B10

N72-B1 A
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DRILL HOLE DATA

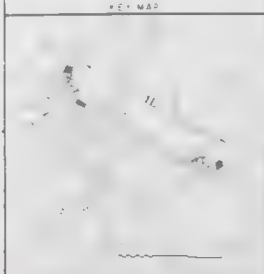


Wetland area - 2.5 km x 1.5 km. The area is a mix of open water and low-lying vegetation. The water is generally shallow and the vegetation is dominated by sedges and grasses. The area is a mix of open water and low-lying vegetation. The water is generally shallow and the vegetation is dominated by sedges and grasses.

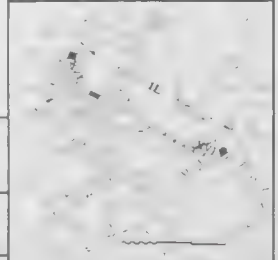
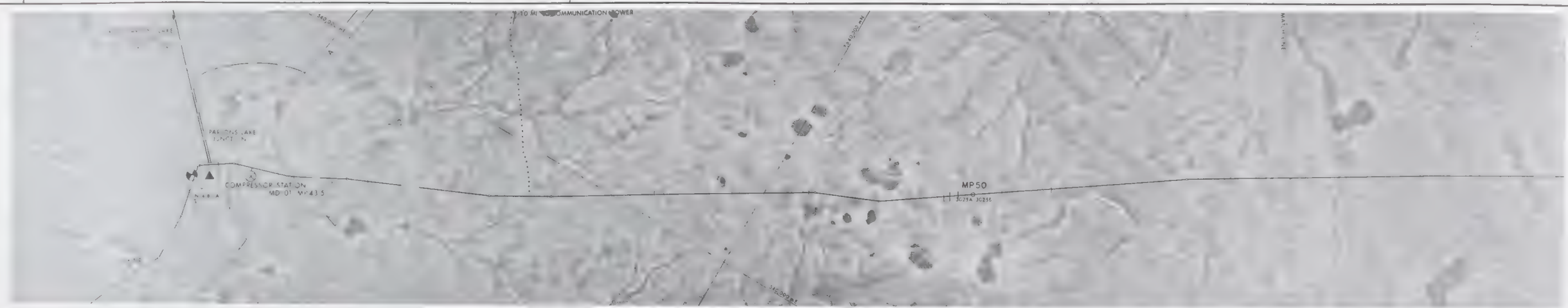
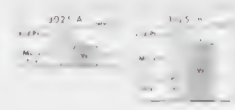
Wetland area - 2.5 km x 1.5 km. The area is a mix of open water and low-lying vegetation. The water is generally shallow and the vegetation is dominated by sedges and grasses. The area is a mix of open water and low-lying vegetation. The water is generally shallow and the vegetation is dominated by sedges and grasses.

Re-nourish range and may be used as a route when the water level is low. The range is a mix of open water and low-lying vegetation. The water is generally shallow and the vegetation is dominated by sedges and grasses. The area is a mix of open water and low-lying vegetation. The water is generally shallow and the vegetation is dominated by sedges and grasses.

Geographical location: The area is a mix of open water and low-lying vegetation. The water is generally shallow and the vegetation is dominated by sedges and grasses. The area is a mix of open water and low-lying vegetation. The water is generally shallow and the vegetation is dominated by sedges and grasses.

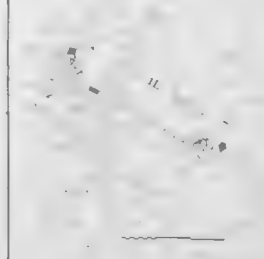


PROF. F.

[illegible]

DRILL HOLE DATA

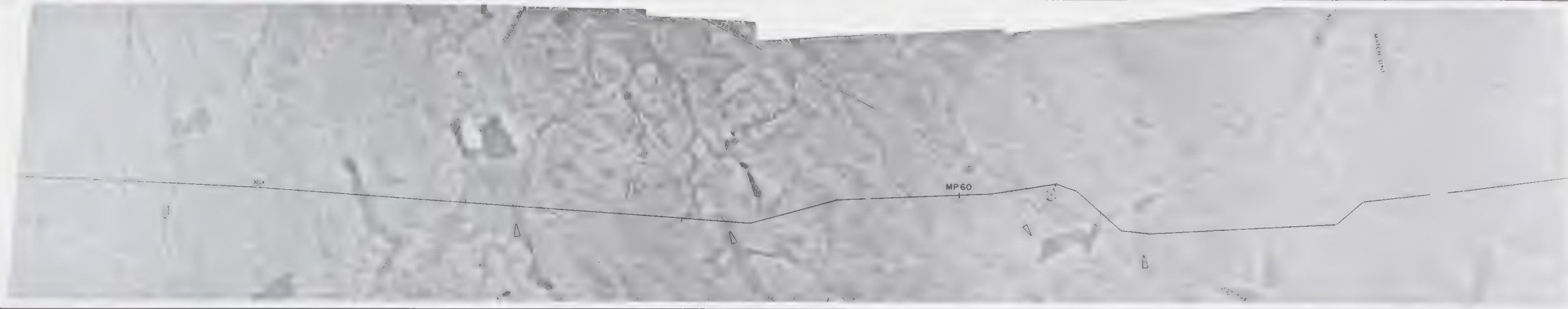
KEY MAP



| | |
|--------------|----------------------------------|
| | FERRAN MAPPING BY |
| 1L-0200-1005 | J D MOLLARD & ASSOCIATES LIMITED |
| | NO. 1A - 1B - 1C |

1L-0200-1005 J D MOLLARD & ASSOCIATES LIMITED

DRILL HOLE DATA

$$3 \quad q(1) = 3$$


| | | | | | | | | | | | | |
|-------|------|--|-------|------|-------|------|------|-------|--|-------|------|------|
| EC 10 | EC 8 | | EC 10 | NA | EC 10 | EC 8 | | EC 10 | | EC 10 | NA | D 15 |
| I 90 | I 94 | | I 90 | I 94 | I 90 | I 95 | I 90 | I 94 | | I 90 | I 90 | I 95 |

| | | | | | | |
|-------|-------|-----------|-------|---------|---------|----|
| WA | EC-2C | WA | EC-2C | EC-3 | EC-1D | EC |
| WA | BO | SA | BO | BO | BO | |
| T O C | | T Y P E C | | T Y P E | T Y P E | |

UTM GRID ZONE 8

SCALE 1:75,000

[illegible]

FILE 100-447777

CARRER 48°00'0.720" N T GRADE 70

MAX WALL 48°00'0.034" N T GRADE 65

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[illegible]

BLATANCY AND EROT ON CONTRA, LEGEND

0 0 No Suggestion

1 Pattern 1 Legend

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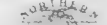
462

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[illegible]

| | |
|-----------------------|----------|
| AERIAL PHOTOGRAPHY | |
| ROLL NO | PHOTO NO |
| BR | DATE |
| PROJECT NO / FIELD NO | |
| UNIT / COMMAND | |
| MAY 1962 | |

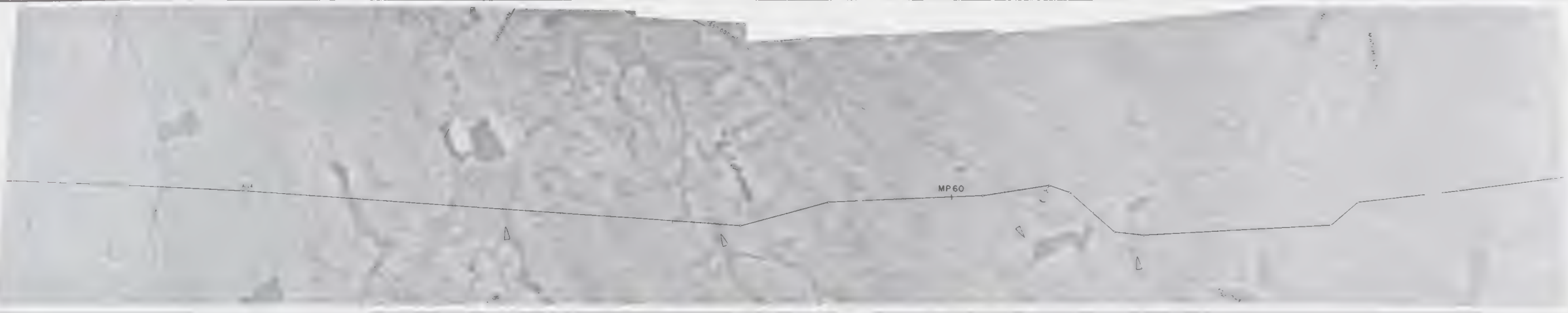
[illegible]


 NORTHERN ENGINEERING SERVICES
 ENGINEERS & SURVEYORS
 CANADIAN ARCTIC GAS PIPELINE LIMITED
 GAS PIPELINE ROUTE ALIGNMENT AND TERRAIN DATA
 NORTHWEST TERRITORIES DIST. OF WAGNACUZE & LYONS TERRITORY
 UPSTREAM M.P. 51 DOWNSTREAM M.P. 52

TERRAIN MAP

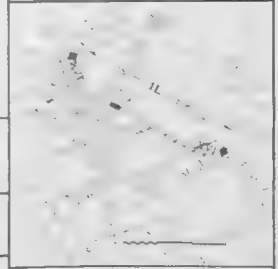
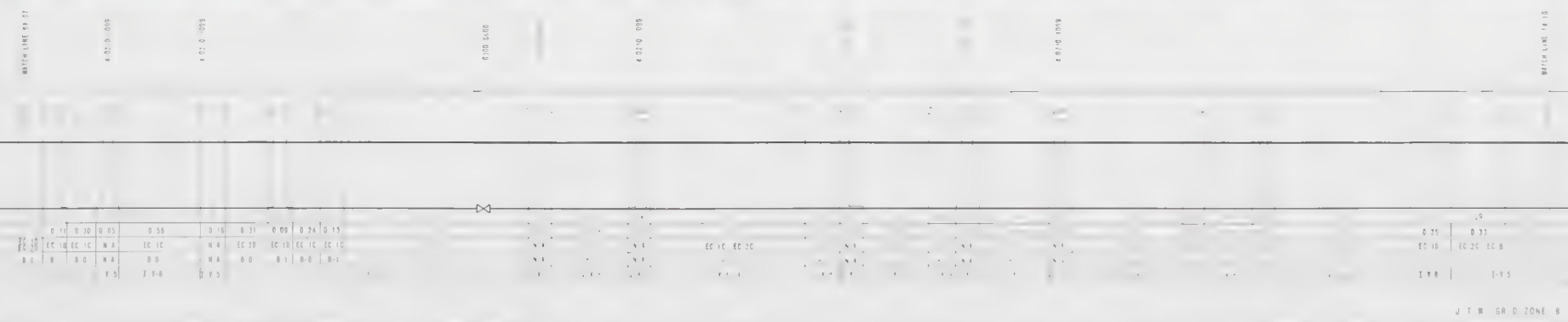
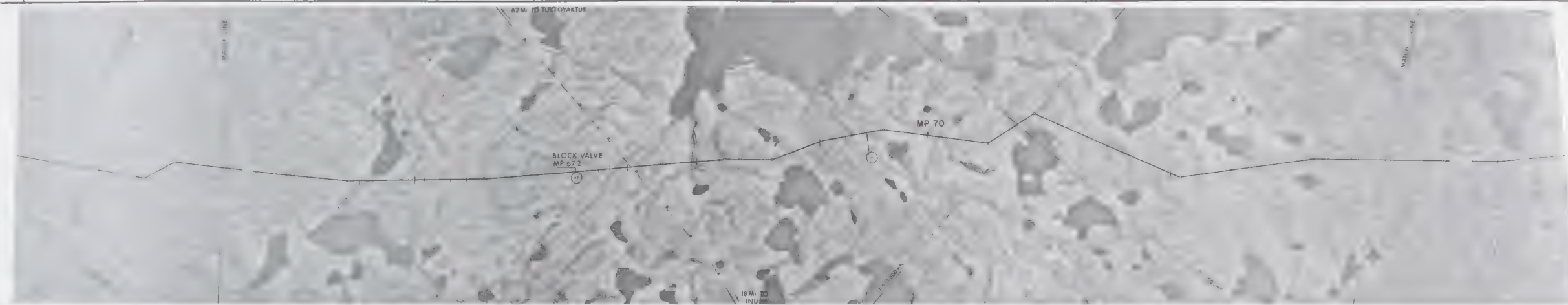
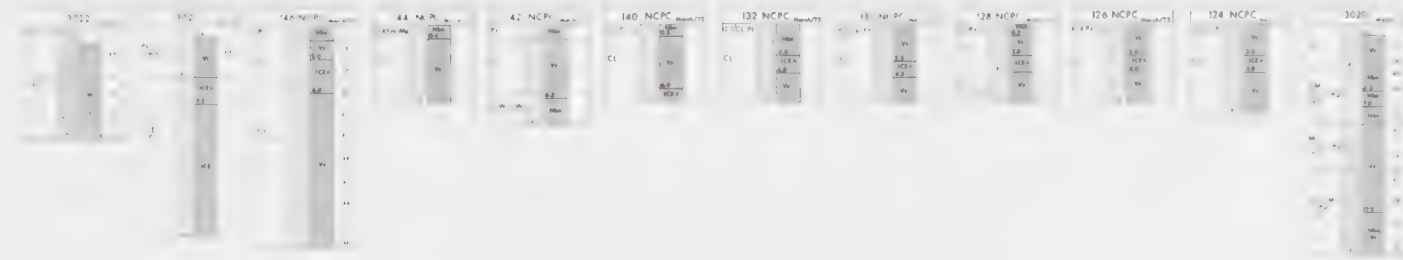
DRILL HOLE DATA

Downloaded At: 11:53 11 September 2009

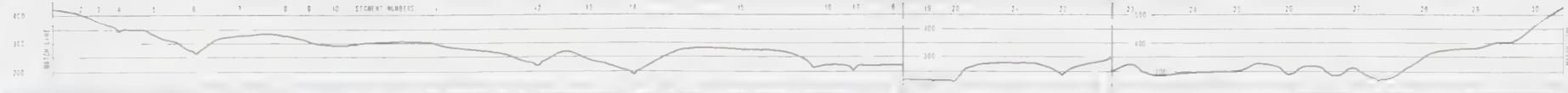


KEY MAP

1L-0200-1006

[illegible]

WELL LOG DATA

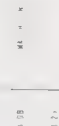
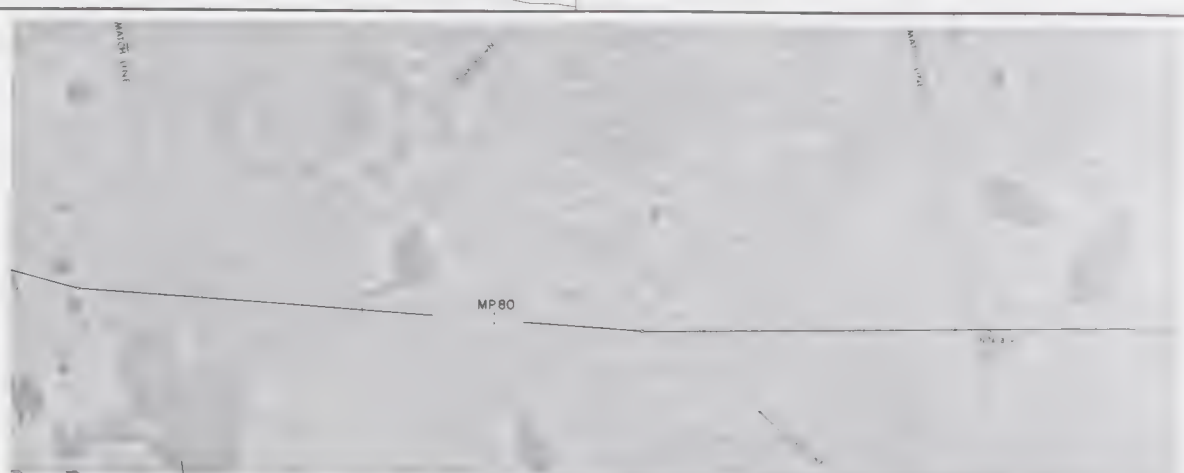


Water Level Data
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.

low to moderate & productive habitat for lakes, moose, bears. Dry sites near lakes and streams may be suitable for logging.

Deer & reindeer, Labrador tea and bog cranberry on tops and sides of slopes. Labrador tea, bog cranberry, aspen and fruit rose and foliose lichen at bases of slopes in moraine areas. Dwarf birch, Labrador tea and bog cranberry at margin of sedge, cottongrass and horsehair at centres of ice wedge polygons associated with permafrost and peat deposits.

10



J T W GRID ZONE 8

[illegible]

| PIPE DATA | | | |
|-----------|----------------|-------------|--------|
| PIPE NO. | PIPE DIA. (IN) | LENGTH (FT) | STATUS |
| 1 | 4.0 | 34.0 | OK |
| 2 | 4.0 | 34.0 | OK |
| 3 | 4.0 | 34.0 | OK |
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| 98 | 4.0 | 34.0 | OK |
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| 100 | 4.0 | 34.0 | OK |

[illegible][illegible][illegible]

PHOTOGRAPHY

CONSTRUCTION PERMIT NO.

MIN TEST PRESSURE

2100 p.s.i.

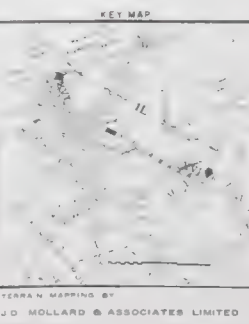
| DATE | TIME | LOCATION | WIND | WAVE | SEA | WAVE | WAVE |
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| 1 | 10 | | | | | | |
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| 10 | 10 | | | | | | |

NORTHERN ENGINEERING
VICTORIA, BRITISH COLUMBIA
CANADIAN ARCTIC GAS PIPELINE LIMITED

GAS PIPELINE ROUTE ALIGNMENT TERRAIN DATA

NORTHWEST TERRITORIES D-57 OF BACKENITZ S. YUKON TERRITORY

| UPSTREAM S.S. 74 | | DOWNSTREAM S.S. 31 | |
|------------------|--------|--------------------|------|
| ST. 51 | 2075 | | |
| ST. 52 | 2076.5 | ST. 53 | 2078 |
| ST. 54 | 2080 | ST. 55 | 2082 |
| ST. 56 | 2085 | ST. 57 | 2087 |
| ST. 58 | 2090 | ST. 59 | 2092 |
| ST. 60 | 2095 | ST. 61 | 2097 |
| ST. 62 | 2100 | ST. 63 | 2102 |
| ST. 64 | 2105 | ST. 65 | 2107 |
| ST. 66 | 2110 | ST. 67 | 2112 |
| ST. 68 | 2115 | ST. 69 | 2117 |
| ST. 70 | 2120 | ST. 71 | 2122 |
| ST. 72 | 2125 | ST. 73 | 2127 |
| ST. 74 | 2130 | ST. 75 | 2132 |
| ST. 76 | 2135 | ST. 77 | 2137 |
| ST. 78 | 2140 | ST. 79 | 2142 |
| ST. 80 | 2145 | ST. 81 | 2147 |
| ST. 82 | 2150 | ST. 83 | 2152 |
| ST. 84 | 2155 | ST. 85 | 2157 |
| ST. 86 | 2160 | ST. 87 | 2162 |
| ST. 88 | 2165 | ST. 89 | 2167 |
| ST. 90 | 2170 | ST. 91 | 2172 |
| ST. 92 | 2175 | ST. 93 | 2177 |
| ST. 94 | 2180 | ST. 95 | 2182 |
| ST. 96 | 2185 | ST. 97 | 2187 |
| ST. 98 | 2190 | ST. 99 | 2192 |
| ST. 100 | 2195 | ST. 101 | 2197 |
| ST. 102 | 2200 | ST. 103 | 2202 |
| ST. 104 | 2205 | ST. 105 | 2207 |
| ST. 106 | 2210 | ST. 107 | 2212 |
| ST. 108 | 2215 | ST. 109 | 2217 |
| ST. 110 | 2220 | ST. 111 | 2222 |
| ST. 112 | 2225 | ST. 113 | 2227 |
| ST. 114 | 2230 | ST. 115 | 2232 |
| ST. 116 | 2235 | ST. 117 | 2237 |
| ST. 118 | 2240 | ST. 119 | 2242 |
| ST. 120 | 2245 | ST. 121 | 2247 |
| ST. 122 | 2250 | ST. 123 | 2252 |
| ST. 124 | 2255 | ST. 125 | 2257 |
| ST. 126 | 2260 | ST. 127 | 2262 |
| ST. 128 | 2265 | ST. 129 | 2267 |
| ST. 130 | 2270 | ST. 131 | 2272 |
| ST. 132 | 2275 | ST. 133 | 2277 |
| ST. 134 | 2280 | ST. 135 | 2282 |
| ST. 136 | 2285 | ST. 137 | 2287 |
| ST. 138 | 2290 | ST. 139 | 2292 |
| ST. 140 | 2295 | ST. 141 | 2297 |
| ST. 142 | 2300 | ST. 143 | 2302 |
| ST. 144 | 2305 | ST. 145 | 2307 |
| ST. 146 | 2310 | ST. 147 | 2312 |
| ST. 148 | 2315 | ST. 149 | 2317 |
| ST. 150 | 2320 | ST. 151 | 2322 |
| ST. 152 | 2325 | ST. 153 | 2327 |
| ST. 154 | 2330 | ST. 155 | 2332 |
| ST. 156 | 2335 | ST. 157 | 2337 |
| ST. 158 | 2340 | ST. 159 | 2342 |
| ST. 160 | 2345 | ST. 161 | 2347 |
| ST. 162 | 2350 | ST. 163 | 2352 |
| ST. 164 | 2355 | ST. 165 | 2357 |
| ST. 166 | 2360 | ST. 167 | 2362 |
| ST. 168 | 2365 | ST. 169 | 2367 |
| ST. 170 | 2370 | ST. 171 | 2372 |
| ST. 172 | 2375 | ST. 173 | 2377 |
| ST. 174 | 2380 | ST. 175 | 2382 |
| ST. 176 | 2385 | ST. 177 | 2387 |
| ST. 178 | 2390 | ST. 179 | 2392 |
| ST. 180 | 2395 | ST. 181 | 2397 |
| ST. 182 | 2400 | ST. 183 | 2402 |
| ST. 184 | 2405 | ST. 185 | 2407 |
| ST. 186 | 2410 | ST. 187 | 2412 |
| ST. 188 | 2415 | ST. 189 | 2417 |
| ST. 190 | 2420 | ST. 191 | 2422 |
| ST. 192 | 2425 | ST. 193 | 2427 |
| ST. 194 | 2430 | ST. 195 | 2432 |
| ST. 196 | 2435 | ST. 197 | 2437 |
| ST. 198 | 2440 | ST. 199 | 2442 |
| ST. 200 | 2445 | ST. 201 | 2447 |
| ST. 202 | 2450 | ST. 203 | 2452 |
| ST. 204 | 2455 | ST. 205 | 2457 |
| ST. 206 | 2460 | ST. 207 | 2462 |
| ST. 208 | 2465 | ST. 209 | 2467 |
| ST. 210 | 2470 | ST. 211 | 2472 |
| ST. 212 | 2475 | ST. 213 | 2477 |
| ST. 214 | 2480 | ST. 215 | 2482 |
| ST. 216 | 2485 | ST. 217 | 2487 |
| ST. 218 | 2490 | ST. 219 | 2492 |
| ST. 220 | 2495 | ST. 221 | 2497 |
| ST. 222 | 2500 | ST. 223 | 2502 |
| ST. 224 | 2505 | ST. 225 | 2507 |
| ST. 226 | 2510 | ST. 227 | 2512 |
| ST. 228 | 2515 | ST. 229 | 2517 |
| ST. 230 | 2520 | ST. 231 | 2522 |
| ST. 232 | 2525 | ST. | |



DRILL HOLE DATA

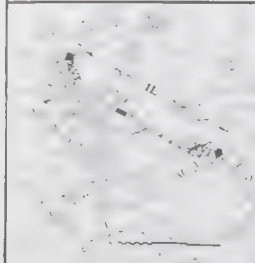
100



M - 268 2007 00 0 0101 / 00

low to moderate & productive habitat for forest moths & bears particularly around lakes

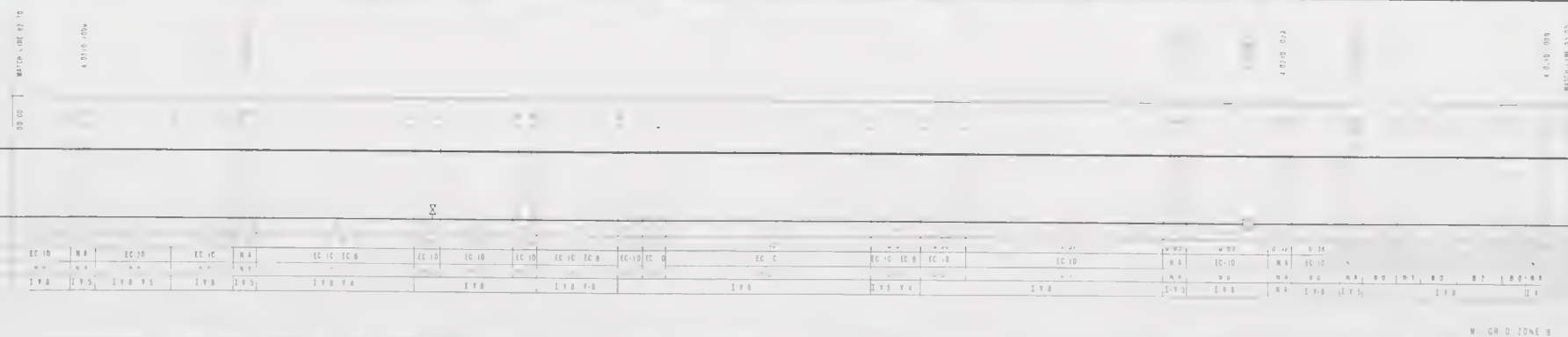
KEY MAP



JD MOLLARD & ASSOCIATES LIMITED
REGINA SASK DATE

- 3200 10J8

8. 10. 1991



PIPELINE LEGEND

OFF ON STOP START RESET PAUSE

F1 F2 F3 F4 F5 F6 F7 F8 F9 F10 F11 F12

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

STOP START RESET PAUSE F1 F2 F3 F4 F5 F6 F7 F8 F9 F10 F11 F12

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

STOP START RESET PAUSE F1 F2 F3 F4 F5 F6 F7 F8 F9 F10 F11 F12

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

[illegible][illegible]

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
| 01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |

2. SEGMENT W/POST EQUALS MATCH LINE W/POST PLUS HANGAR W/

3. SEE DWG. # 25-111

4. MINIMUM DEPTH OF COVER = 2.5 FEET

[illegible]

NORTHWEST
 TERRITORIES
 CANADIAN A
 GAS PIPELINE
 NORTHWEST TERRITORIES
 UPSTREAM NO. 82

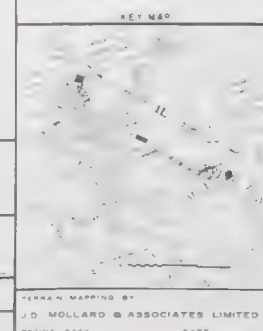
ARCTIC GAS PIPELINE LIMITED

ROUTE ALIGNMENT AND TERRAIN DATA

NILES DISTRICT OF NACHTZKE - A. FURON TERRITORY

DOWNSIDE M.B. 11

Aerial photograph showing a coastal area with a wavy line indicating a boundary or shoreline.





NO. 10000
N. 10000
Scale 1:100,000

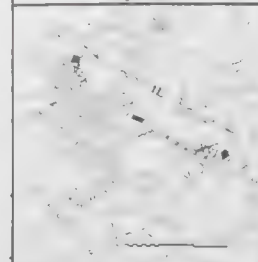
LOW TO MODERATELY PRODUCTIVE GAS RESERVOIR WITH GAS BEARS

LOW TO MODERATELY PRODUCTIVE GAS RESERVOIR WITH GAS BEARS

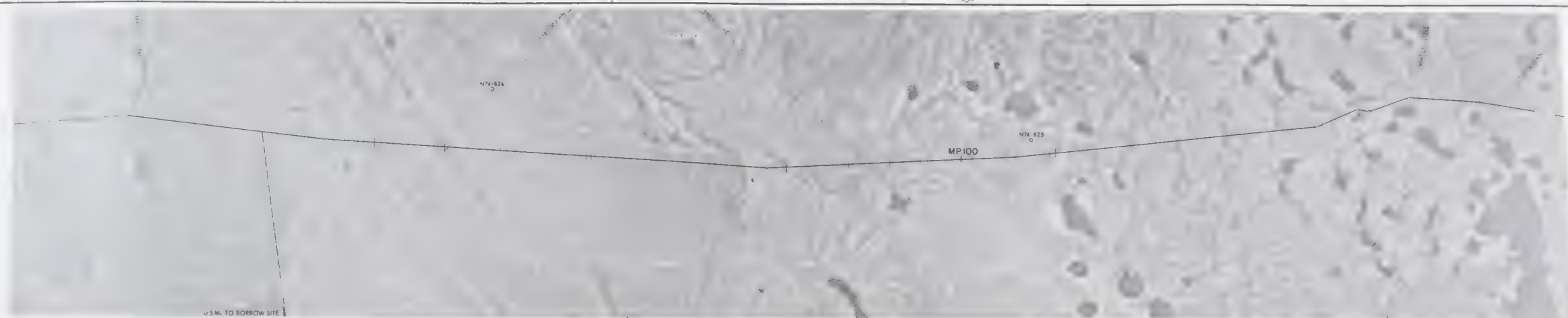
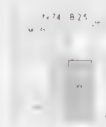
Side valve MP 855 is located on the left side of the profile. It is a small, circular structure with a flat top. The profile shows a series of peaks and valleys, with a dashed line indicating a specific geological feature or boundary.

Side valve MP 90 is located on the right side of the profile. It is a small, circular structure with a flat top. The profile shows a series of peaks and valleys, with a dashed line indicating a specific geological feature or boundary.








KEY MAP



10000
10000
10000

[illegible]

Pipeline Legend

| Symbol | Meaning |
|--|--------------------|
| 1.  | PERMANENT ROAD |
| 2.  | TEMPORARY ROAD |
| 3.  | WELDED |
| 4.  | WELDED BOLT/FLANGE |
| 5.  | COMB. COLD FLOW |
| 6.  | COLD FLOW |
| 7.  | WELDED FLANGE |

[illegible]

| SECURITY AND EGOISM CONTROL - LEGEND | |
|--------------------------------------|---|
| # 0 | No security |
| # 1 | Minimum - "suspicious" mind - one or two segments |
| # 2 | Minimum - "suspicious" mind - one or two segs - one or two segments |
| # 3 | " |
| # 4 | " |
| # 5 | High level - one or two segments - one or two or three or four - One or two or three or four - one or two or three or four |
| # 6 | High level - one or two segments - greater than 37° or less than 37° - One or two or three or four - more than 37° or less than 37° |
| # 7 | High level - one or two segments - greater than 37° or less than 37° - One or two or three or four - more than 37° or less than 37° |
| # 8 | High level - one or two segments - greater than 37° or less than 37° - One or two or three or four - more than 37° or less than 37° |
| # 9 | High level - one or two segments - greater than 37° or less than 37° - One or two or three or four - more than 37° or less than 37° |

GENERAL NOTES

1 THE TIEBACK AND SOILS INFORMATION ON THIS DRAWING IS BASED ON AIRPHOTO INTERPRETATION AND SOIL LOGS. DATE IS INDICATED IN CONTRACTORS RECORDS. RESULT TO ASSURE ADEQUACY OF THIS INFORMATION

2 SEGMENT W/POST EQUALS MATCH LINE W/POST. PLUS CHANGES WILL BE FOR HYDRAULICS USED FOR SOIL DISCHARGE

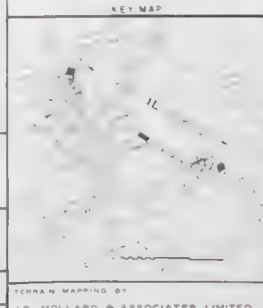
3 MINIMUM DEPTH OF COVER = 2.5 FEET

| AERIAL PHOTOGRAPHY | | DATE | REVISION | AIRTEL | OTHER |
|----------------------------|------------|------|----------|--------|-------|
| ROLL NO. | PHOTO NOS. | | | | |
| NO. | | | | | |
| | | | | | |
| PERMITTING AGENCY NO. | | | | | |
| LOCATION, LOCAL PERMIT NO. | | | | | |
| | | | | | |
| AIR MAIL DELIVERY | | | | | |

NORTHERN ENGINEERING SERVICES INC.
COMPANY LIMITED
SHEPPARD AVENUE
ENGINEERS FOR
CANADIAN ARCTIC GAS PIPELINE LIMITED

GAS PIPELINE ROUTE ALIGNMENT AND TERRAIN DATA
NORTHWEST TERRITORIES DIST. OF MACENZIE & FORTIN TERR. DIST.

UPSTREAM S.D. 73 DOWNSTREAM S.D. 74



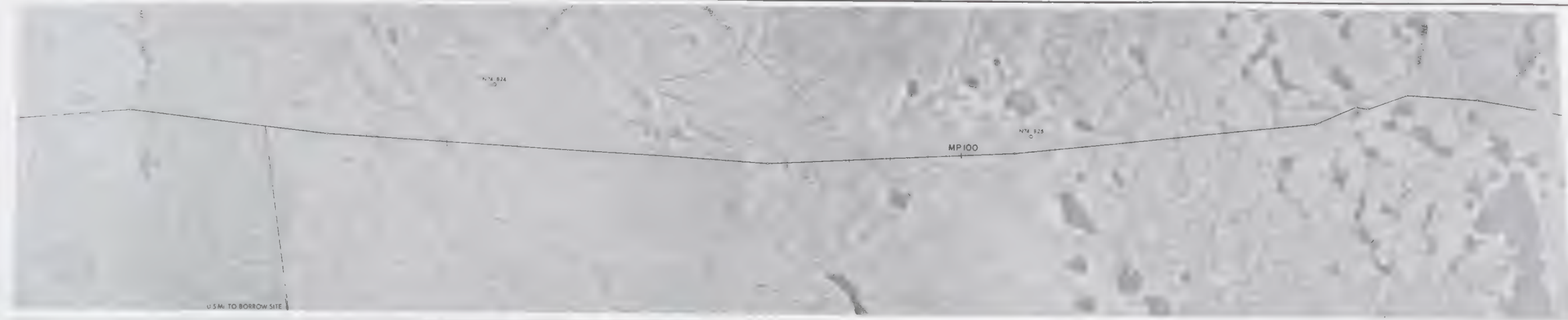
SPILL HOLE DATA



UNIT 2 NEBE-87 3 4

WEST HOLE

EAST HOLE



N7E 824

N7E 825

MPI 100

USDA TO BORROW SITE

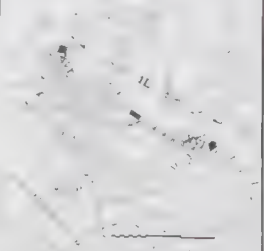
Location of study area for red pine forest and wetlands

Scattered black spruce (tamarack) with an understory of dwarf birch w/ flow
tolerant tree, bog cranberry, bog bilberry, tickle hummocks and sphagnum
tortuosoides. Forest canopy tends to close in drainage ways.

Location of study area for red pine forest and wetlands

Wetland area, bog cranberry and bog bilberry (tamarack) and a small
Dense area, dwarf birch, tamarack, bog cranberry and bog bilberry
in drainage ways. Some peat bogs w/ flow and flow road, some

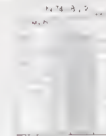
KEY MAP



11-0200-1010

LAND-MAPPING BY
J.D. MOLLARD & ASSOCIATES LIMITED
REGION 3450 DATE

DRILL HOLE DATA



0.0000


0.000

10710 094

[illegible]

| PIPE DATA | | QUAN |
|-----------------------|--|------|
| LENGTH - 40.0000 FEET | | |
| HEIGHT - 48.00 FEET | | |
| COAT NO. DATA | | |
| | | |
| | | |

[illegible][illegible][illegible][illegible]


 NORTHERN ENGINEERING SERVICES
 Engineering • Construction • Inspection
 416-291-1111
 E-MAIL: info@neng.ca

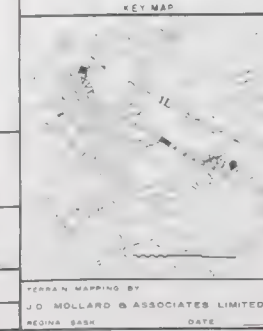
CANADIAN ARCTIC GAS PIPELINE LIMITED

GAS PIPELINE ROUTE ALIGNMENT AND TERRAIN DATA
 BETWEEN TUKTUKOOS DIST OF WACKELTIE & TUKTUKOOS TOWN

PROJECT NO. 11-0200-1011

DATE: *DEC 11 2010* BY: *11-0200*
 DATE: *DEC 11 2010* BY: *11-0200*

11-0200-1011

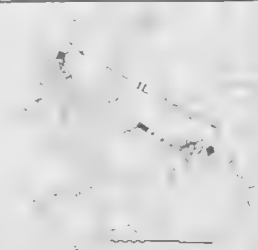


DRILL HOLE DATA

591 term "term" : $x \rightarrow x$.

2. 2000 年 12 月 1 日起, 凡在境内销售货物或提供应税劳务, 以及进口货物的单位, 和个人应当依照增值税暂行条例和实施细则有关规定, 计算销项税额或进项税额, 按规定缴纳增值税。

U.S. MAP



REGINA, SASK DATE _____

11 2230 3

DRILL HOLE DATA

Page 1

Scale 1:50,000

PIPELINE LEGEND

--- PIPELINE ROUTE
--- EXISTING ROAD
--- EXISTING RAILROAD
--- EXISTING WATERWAY
--- EXISTING POWER LINE
--- EXISTING TELEPHONE LINE
--- EXISTING FENCE
--- EXISTING BOUNDARY
--- EXISTING SETBACK
--- EXISTING EASEMENT
--- EXISTING RIGHT-OF-WAY
--- EXISTING INTEREST
--- EXISTING ENCUMBRANCE
--- EXISTING LIEN
--- EXISTING CLAIM
--- EXISTING DEFENSE
--- EXISTING PROTECTION
--- EXISTING GUARANTEE
--- EXISTING WARRANTY
--- EXISTING RELEASE
--- EXISTING DISCHARGE
--- EXISTING SURRENDER
--- EXISTING ASSIGNMENT
--- EXISTING TRANSFER
--- EXISTING CONVEYANCE
--- EXISTING DEED
--- EXISTING MORTGAGE
--- EXISTING LEASE
--- EXISTING LICENSE
--- EXISTING PERMIT
--- EXISTING ORDER
--- EXISTING DECREE
--- EXISTING JUDGMENT
--- EXISTING SETTLEMENT
--- EXISTING AGREEMENT
--- EXISTING CONTRACT
--- EXISTING PROMISE
--- EXISTING OBLIGATION
--- EXISTING LIABILITY
--- EXISTING RESPONSIBILITY
--- EXISTING ACCOUNTABILITY
--- EXISTING TRANSPARENCY
--- EXISTING INTEGRITY
--- EXISTING HONESTY
--- EXISTING FAITHFULNESS
--- EXISTING DILIGENCE
--- EXISTING INDUSTRY
--- EXISTING PERSEVERANCE
--- EXISTING COURAGE
--- EXISTING BRAVERY
--- EXISTING VALIANTNESS
--- EXISTING HEROISM
--- EXISTING GALLANTRY
--- EXISTING MANHOOD
--- EXISTING FEMININITY
--- EXISTING YOUTHFULNESS
--- EXISTING OLD AGE
--- EXISTING INFIRMITY
--- EXISTING DEBILITY
--- EXISTING WEAKNESS
--- EXISTING INFIRMITY
--- EXISTING DEBILITY
--- EXISTING WEAKNESS
--- EXISTING INFIRMITY
--- EXISTING DEBILITY
--- EXISTING WEAKNESS

PROPOSED PIPELINE ROUTE

| STATION | ELEVATION | REMARKS |
|---------|-----------|----------------|
| 1 | 100.0 | START OF ROUTE |
| 2 | 100.0 | END OF ROUTE |

PROPOSED PIPELINE ROUTE

| STATION | ELEVATION | REMARKS |
|---------|-----------|----------------|
| 3 | 100.0 | START OF ROUTE |
| 4 | 100.0 | END OF ROUTE |

PROPOSED PIPELINE ROUTE

| STATION | ELEVATION | REMARKS |
|---------|-----------|----------------|
| 5 | 100.0 | START OF ROUTE |
| 6 | 100.0 | END OF ROUTE |

PROPOSED PIPELINE ROUTE

| STATION | ELEVATION | REMARKS |
|---------|-----------|----------------|
| 7 | 100.0 | START OF ROUTE |
| 8 | 100.0 | END OF ROUTE |

PROPOSED PIPELINE ROUTE

| STATION | ELEVATION | REMARKS |
|---------|-----------|----------------|
| 9 | 100.0 | START OF ROUTE |
| 10 | 100.0 | END OF ROUTE |

PROPOSED PIPELINE ROUTE

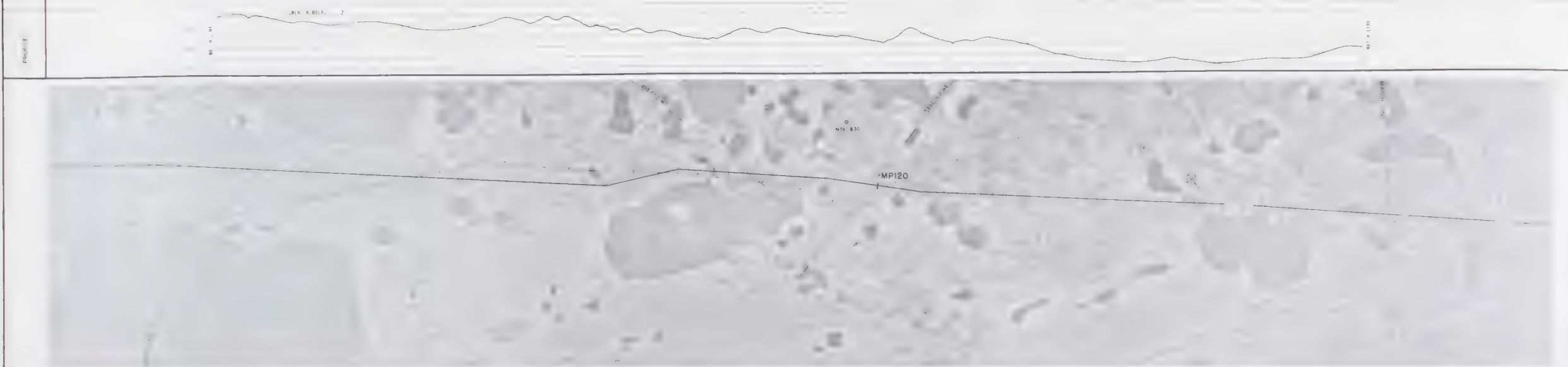
| STATION | ELEVATION | REMARKS |
|---------|-----------|----------------|
| 11 | 100.0 | START OF ROUTE |
| 12 | 100.0 | END OF ROUTE |

PROPOSED PIPELINE ROUTE

| STATION | ELEVATION | REMARKS |
|---------|-----------|----------------|
| 13 | 100.0 | START OF ROUTE |
| 14 | 100.0 | END OF ROUTE |

PROPOSED PIPELINE ROUTE

| STATION | ELEVATION | REMARKS |
|---------|-----------|----------------|
| 15 | 100.0 | START OF ROUTE |
| 16 | 100.0 | END OF ROUTE |



PROPOSED PIPELINE ROUTE

| STATION | ELEVATION | REMARKS |
|---------|-----------|----------------|
| 17 | 100.0 | START OF ROUTE |
| 18 | 100.0 | END OF ROUTE |
| 19 | 100.0 | START OF ROUTE |
| 20 | 100.0 | END OF ROUTE |
| 21 | 100.0 | START OF ROUTE |
| 22 | 100.0 | END OF ROUTE |
| 23 | 100.0 | START OF ROUTE |
| 24 | 100.0 | END OF ROUTE |
| 25 | 100.0 | START OF ROUTE |
| 26 | 100.0 | END OF ROUTE |
| 27 | 100.0 | START OF ROUTE |
| 28 | 100.0 | END OF ROUTE |
| 29 | 100.0 | START OF ROUTE |
| 30 | 100.0 | END OF ROUTE |
| 31 | 100.0 | START OF ROUTE |
| 32 | 100.0 | END OF ROUTE |
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| 39 | 100.0 | START OF ROUTE |
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| 41 | 100.0 | START OF ROUTE |
| 42 | 100.0 | END OF ROUTE |
| 43 | 100.0 | START OF ROUTE |
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| 54 | 100.0 | END OF ROUTE |
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| 84 | 100.0 | END OF ROUTE |
| 85 | 100.0 | START OF ROUTE |
| 86 | 100.0 | END OF ROUTE |
| 87 | 100.0 | START OF ROUTE |
| 88 | 100.0 | END OF ROUTE |
| 89 | 100.0 | START OF ROUTE |
| 90 | 100.0 | END OF ROUTE |
| 91 | 100.0 | START OF ROUTE |
| 92 | 100.0 | END OF ROUTE |
| 93 | 100.0 | START OF ROUTE |
| 94 | 100.0 | END OF ROUTE |
| 95 | 100.0 | START OF ROUTE |
| 96 | 100.0 | END OF ROUTE |
| 97 | 100.0 | START OF ROUTE |
| 98 | 100.0 | END OF ROUTE |
| 99 | 100.0 | START OF ROUTE |
| 100 | 100.0 | END OF ROUTE |

PROPOSED PIPELINE ROUTE

UPSTREAM M.P. 100 DOWNSTREAM M.P. 100

DATE: 11/02/00

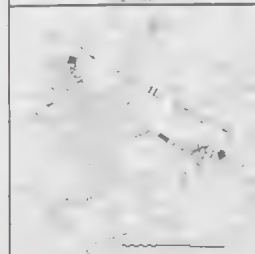
REGINA, SASK.

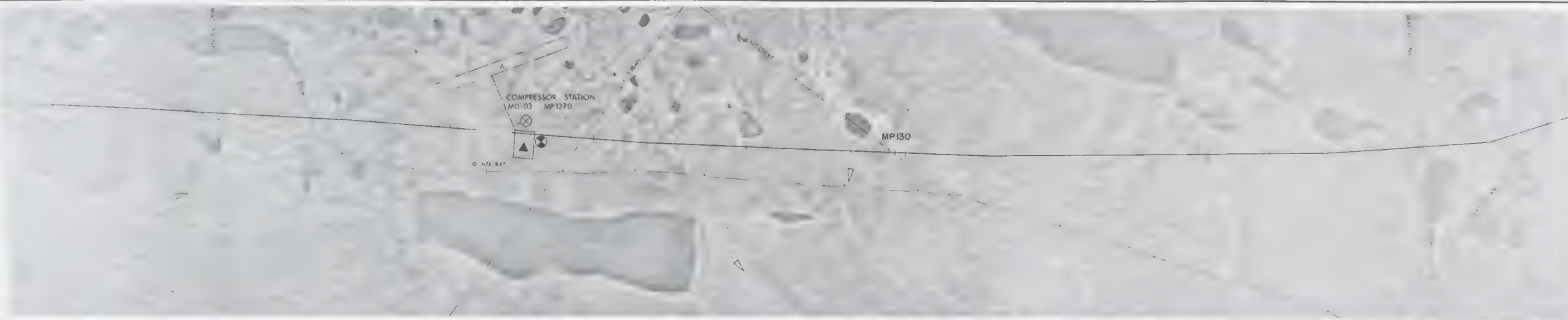
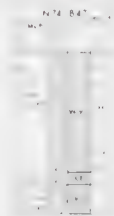
DATE:

Sua interpretação é a seguinte:













































Some use by waterfowl for nesting and roosting.

«F. M. F.





PIPELINE LEGEND

| | | | |
|---|-------|---|-------|
|  | WATER |  | WATER |
|  | WATER |  | WATER |
|  | WATER |  | WATER |
|  | WATER |  | WATER |
|  | WATER |  | WATER |
|  | WATER |  | WATER |
|  | WATER |  | WATER |
|  | WATER |  | WATER |
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|  | WATER |  | WATER |
|  | WATER |  | WATER |

[illegible][illegible][illegible][illegible]

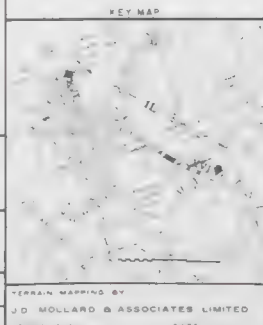
GENERAL NOTES

1. SEE SUPPLEMENTAL SPECIFICATIONS FOR MATERIALS, METHODS, AND CONSTRUCTION.

2. SEE SUPPLEMENTAL SPECIFICATIONS FOR MATERIALS, METHODS, AND CONSTRUCTION.

3. SEE SUPPLEMENTAL SPECIFICATIONS FOR MATERIALS, METHODS, AND CONSTRUCTION.

4. MINIMUM DEPTH OF COVER = 2.5 FEET

[illegible][illegible]

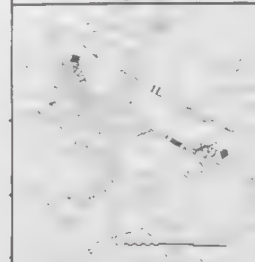
1 1 3 2

④ SEGMENT NUMBERS

* fed 1st 2 yr and named it Duff as Sno
ie - first stream I saw going through marshy area
first only at spawning point as
No water in DE
Set 1st egg May to November

Fish Trap Lake No Fisheries data available

KEY MAP



J D MOLLARD & ASSOCIATES LIMITED
REUN 2 925- DATE

4-0200-013

10

Y MAP

Y MAP

Y MAP

OWNER'S P

DRILL HOLE DATA

1 2 3 4 5 6 7 8 9 10 11

12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45

MP 140

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45

KEY MAP

DRILL HOLE DATA



Drill hole data and location of the line transect are shown on the map. The line transect was established in 1980 and is used to monitor changes in the vegetation and soil conditions over time.

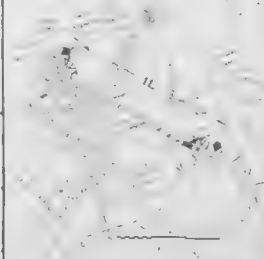
See waterflow usage of Tjvå, Sant Lake, 1980, September

Plastic area for moose and moose ate y ground to food wood and oak. Both ate y, plastic area for yte, trees, and yte and yte. Fishing area for at east line transect.

Due to the spruce with an understory of willow, dogberry, doghoney, Labrador tea, leather leaf, and yte. Due to the spruce with an understory of willow, dogberry, doghoney, Labrador tea, leather leaf, and yte. Due to the spruce with an understory of willow, dogberry, doghoney, Labrador tea, leather leaf, and yte.

TYPING: J. L. L. L.

KEY MAP



TERRAIN MAPPING BY
J.D. MOLLARD & ASSOCIATES LIMITED
REGINA, SASK. DATE

U-0200-015

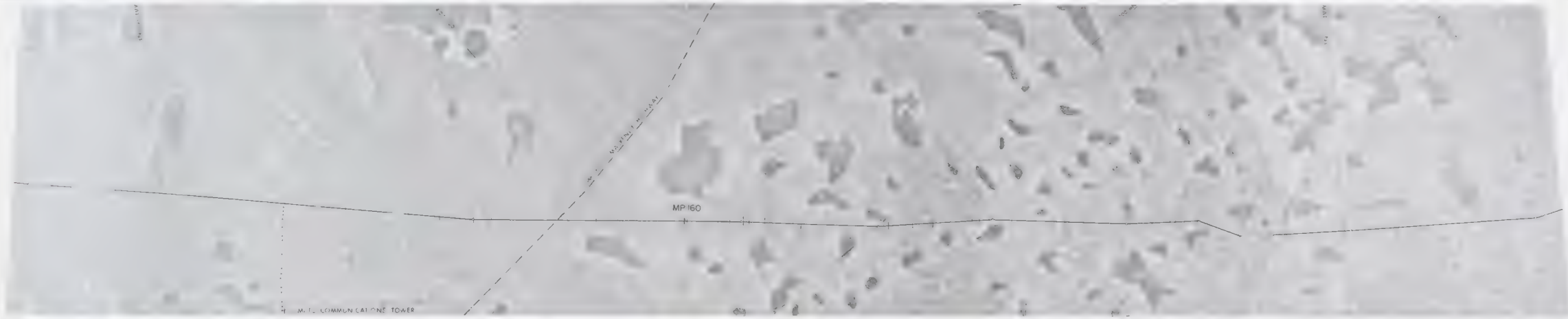
DRILL HOLE DATA

DATE

WELL NO.

1000000

WELL NO.



TO THE EAST

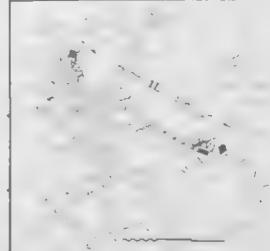
Wetlands in this area are wet a time when grass grows to a knee deep in water. Productive areas for muskrat, lynx, fox, weasels and beavers. Part of a large stream, the lake, is a so low level to moderately productive habitat for muskrats and waterfowl.

Grassland to open field with an understory of low shrubs, bog birch, bog blueberry, bog cranberry, feather moss and other low growing plants.

Open track surface with scattered wet birch, alder and an understory of low shrubs, bog birch, bog blueberry, bog cranberry, feather moss and other low growing plants.

Open track surface with low shrubs, bog birch, bog blueberry, bog cranberry, feather moss and other low growing plants.

KEY MAP

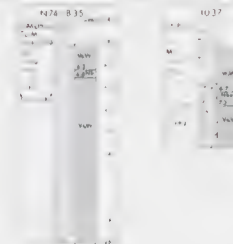


TERMINAL MAPPING BY
J.D. MOLLARD & ASSOCIATES LIMITED
REGINA, SASK. DATE

1000000 10

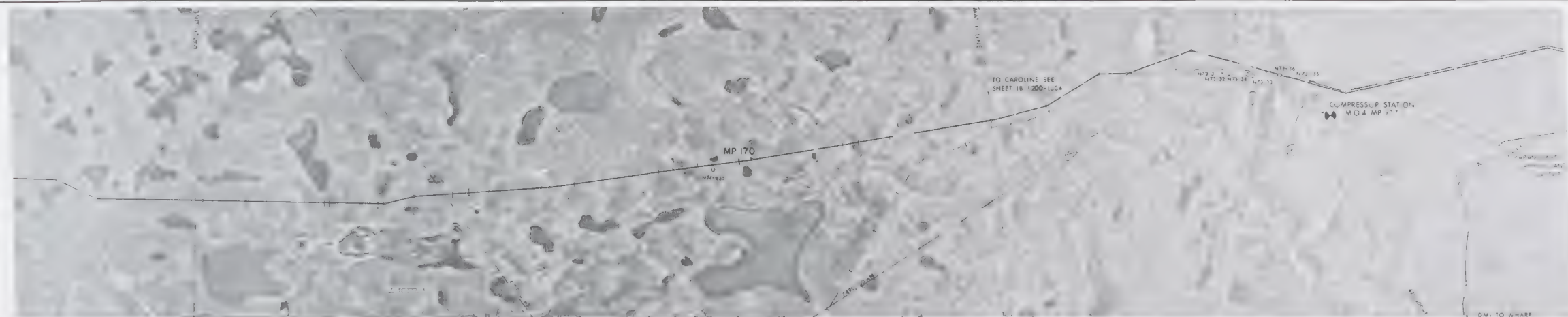
DRILL HOLE DATA

3175C



| SEGMENT | S. R. | NUMBER |
|---------|-------|--------|
|---------|-------|--------|

— 100 —



TO CAROLINE SEE
SHEET 1B (200-1064)

COMPRESSOR STATION
M.O. 4 MP 77

OM, TO N-ARE

ARCHIVE 105.27

0210 1002

0210 1095

JOURNAL L-WE

NOTE
M P 172 13 ON CROSS BELTA ALTERNATE
CORRESPONDS TO M P 174 3' ON SHEET
WB 0200-004 OF THE PRIME ROUTE

422 PAGE
T.M.S.
SHEET

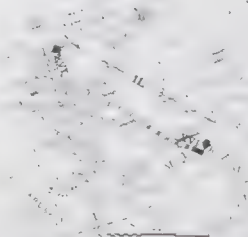
CONSTRUCTION DATA

[illegible]

* GRID ZONE S

SCALE: 1 mm (1 in.)

KEY MAP



TERMINAL MAPPING BY
J D MOLLARD & ASSOCIATES LIMITED
REGINA SASK DATE _____

[illegible][illegible]

BURSTANCE AND IMPULSION CONTROL LEGEND

| | |
|-----|---|
| 8 0 | No features |
| 8 1 | Pattern 1 segment cont'd into 2nd segment |
| 8 2 | 1st segment |
| 8 3 | 2nd segment |
| 8 4 | 3rd segment |
| 8 5 | 4th segment |
| 8 6 | 5th segment |
| 8 7 | Average trace 1 and segment greater than 1 st 0.04 sec |
| 8 8 | 2nd segment trace 1, where sec 1 |
| 8 9 | Average 1 and 2 and segment greater than 1 st 0.04 sec |
| 9 0 | 3rd segment trace 1, where sec 2 |
| 9 1 | 4th segment trace 1, where sec 3 |
| 9 2 | 5th segment trace 1, where sec 4 |
| 9 3 | 6th segment trace 1, where sec 5 |
| 9 4 | 7th segment trace 1, where sec 6 |
| 9 5 | 8th segment trace 1, where sec 7 |
| 9 6 | 9th segment trace 1, where sec 8 |
| 9 7 | 10th segment trace 1, where sec 9 |
| 9 8 | 11th segment trace 1, where sec 10 |
| 9 9 | 12th segment trace 1, where sec 11 |

GENERAL NOTES


1. "THE TERRAIN AND SOILS INFORMATION ON THIS DRAWING IS BASED ON AEROPHOTIC INTERPRETATION AND DRILL HOLE DATA AS INDICATED - IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ACCURACY OF THIS INFORMATION ON FURTHER MILEPOST COUNTS MATCH LINE MILEPOST PLUS CHANGEABLE SIGNS

2. "SEE DRAWING

3. "TEMPERATURE USED FOR SO₂ DESCR IP ON ON DRILL HOLE LOGS

4. "MINIMUM DEPTH OF COVER = 2.5 FEET

| AERIAL PHOTOGRAPHY | | DATE | REVISION | SHEET NO. |
|-------------------------|-------------|------|----------|-----------|
| ROLL NO. | SECTION NO. | | | |
| BR 74024 | 74 02 | | | |
| OPERATING COMPANY | | | | |
| CONSTRUCTION PERMIT NO. | | | | |
| MIN TEST PRESSURE | 2100 PSI | | | |
| MAX OPERATING PRESSURE | 1680 PSI | | | |


 NORTHERN ENGINEERING SERVICES
 COMPANY LIMITED
 Calgary
 ENGINEERS FOR
CANADIAN ARCTIC GAS PIPELINE LIMITED

GAS PIPELINE ROUTE ALIGNMENT AND TERRAIN DATA
 NORTHWEST TERRITORIES DIST. OF MACRENTZ & PUGH 1987-1991

UPSTREAM U.S. 65 DOWNSTREAM U.S. 77

SHEET NO. 17 OF 17
 SCALE 1" = 1000'
 1L - 0200-1017

OWNERSHIP
DRILL HOLE DATA
ELEVATION

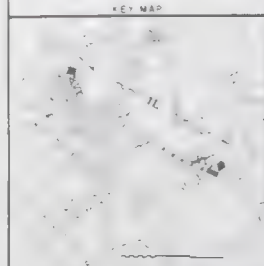


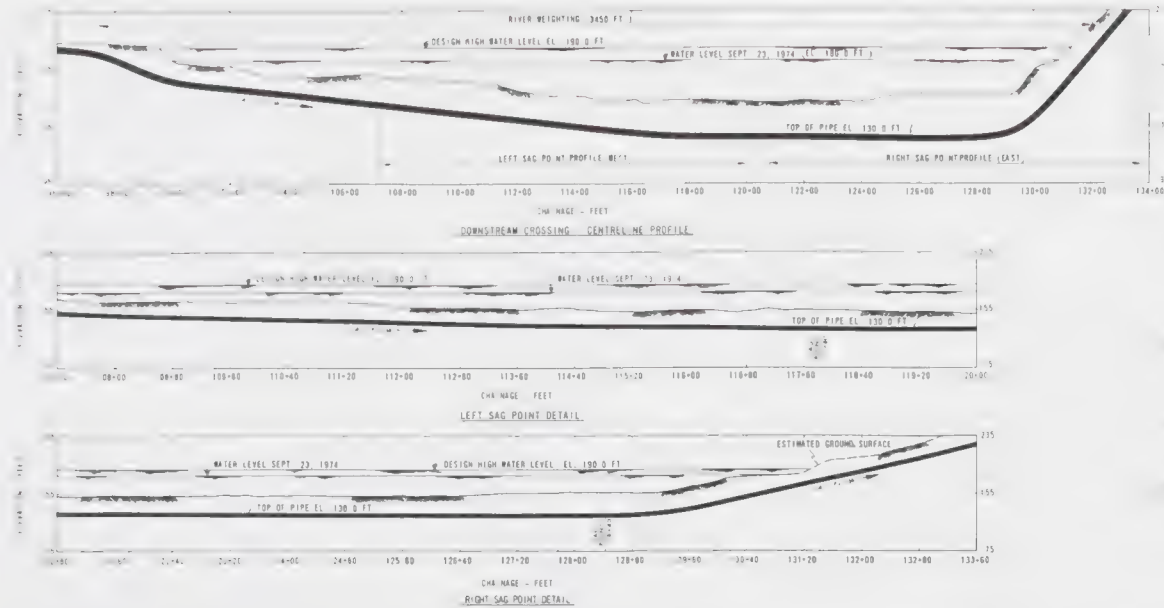
WETLANDS
WETLANDS
WETLANDS
WETLANDS
WETLANDS

Product of vegetation for wood and carbon. Lakes provide a year-round habitat for moose. Product of an area for moose. Lakes provide a year-round habitat for moose. Product of an area for moose. Lakes provide a year-round habitat for moose.

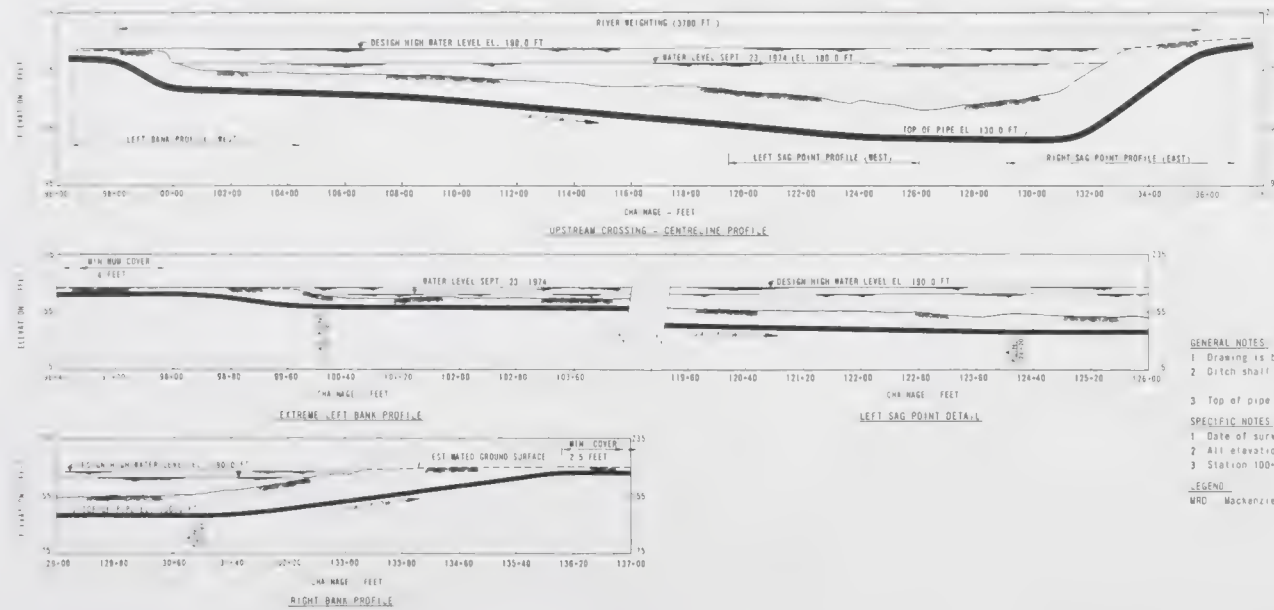
Scattered to open landscape with a low level of rich bog b. berry, bog cranberry, feathergrass, open water, Juncus and white Birch on hilltops. Occasional sedge fens in small depressional areas.

Butterfly and a large butterfly and a large butterfly.

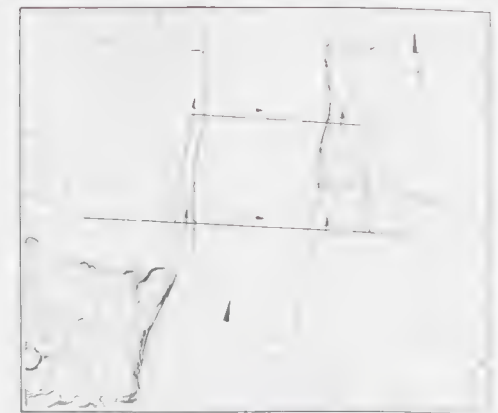




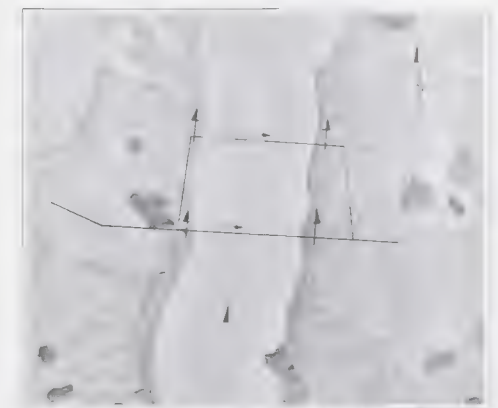
- GENERAL NOTES:**
1. Drawing is based on preliminary design and subject to change
 2. Ditch shall be backfilled with native material
- SPECIFIC NOTES:**
3. Top of pipe elevations shown refer to the top of weighting
- LEGEND:**
- WRD Mackenzie River Delta deposits



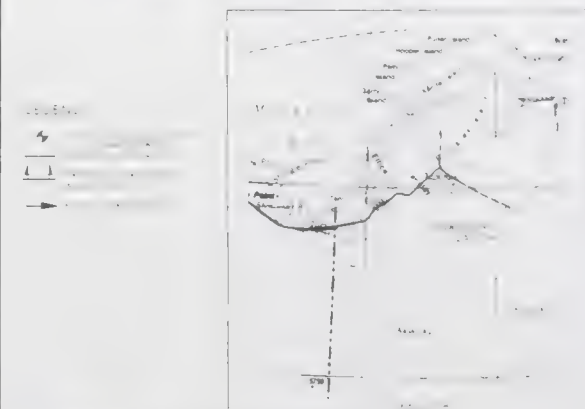
- GENERAL NOTES:**
1. Drawing is based on preliminary design and subject to change
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- SPECIFIC NOTES:**
3. Top of pipe elevations shown refer to the top of weighting
- LEGEND:**
- WRD Mackenzie River Delta deposits



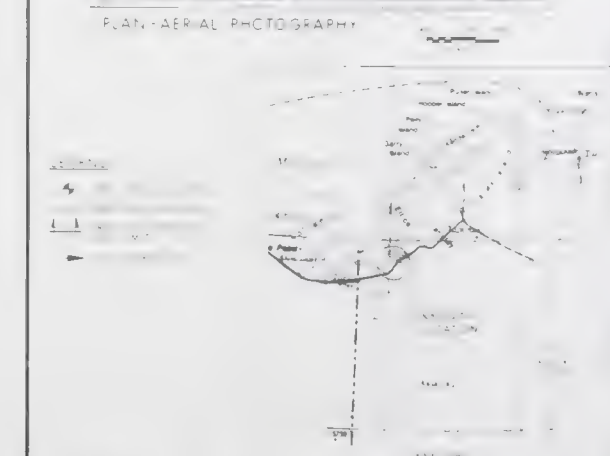
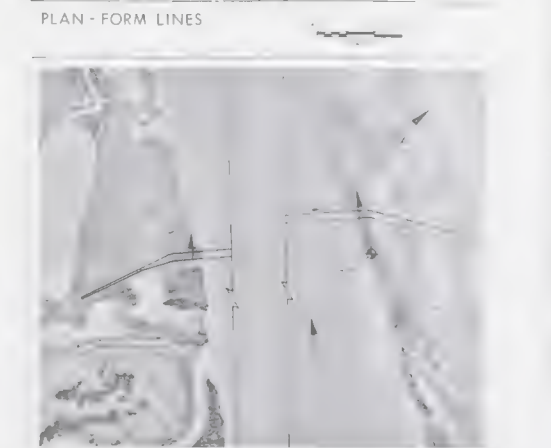
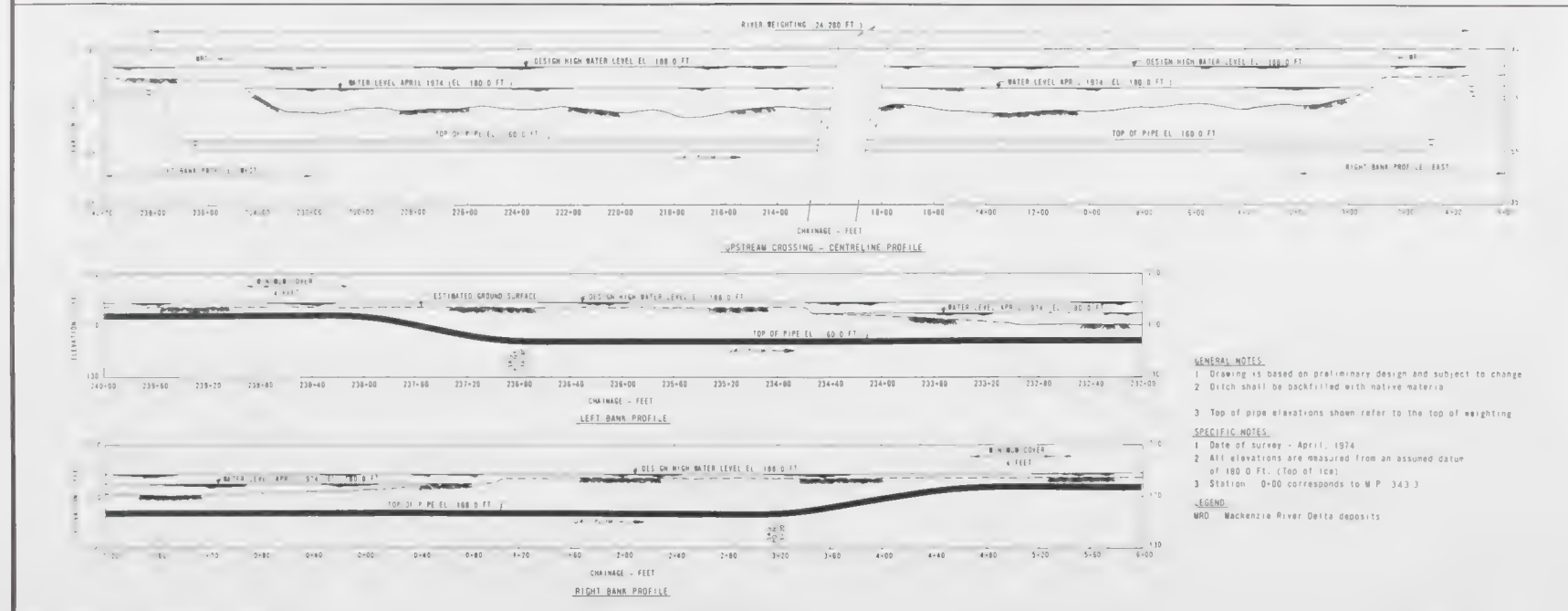
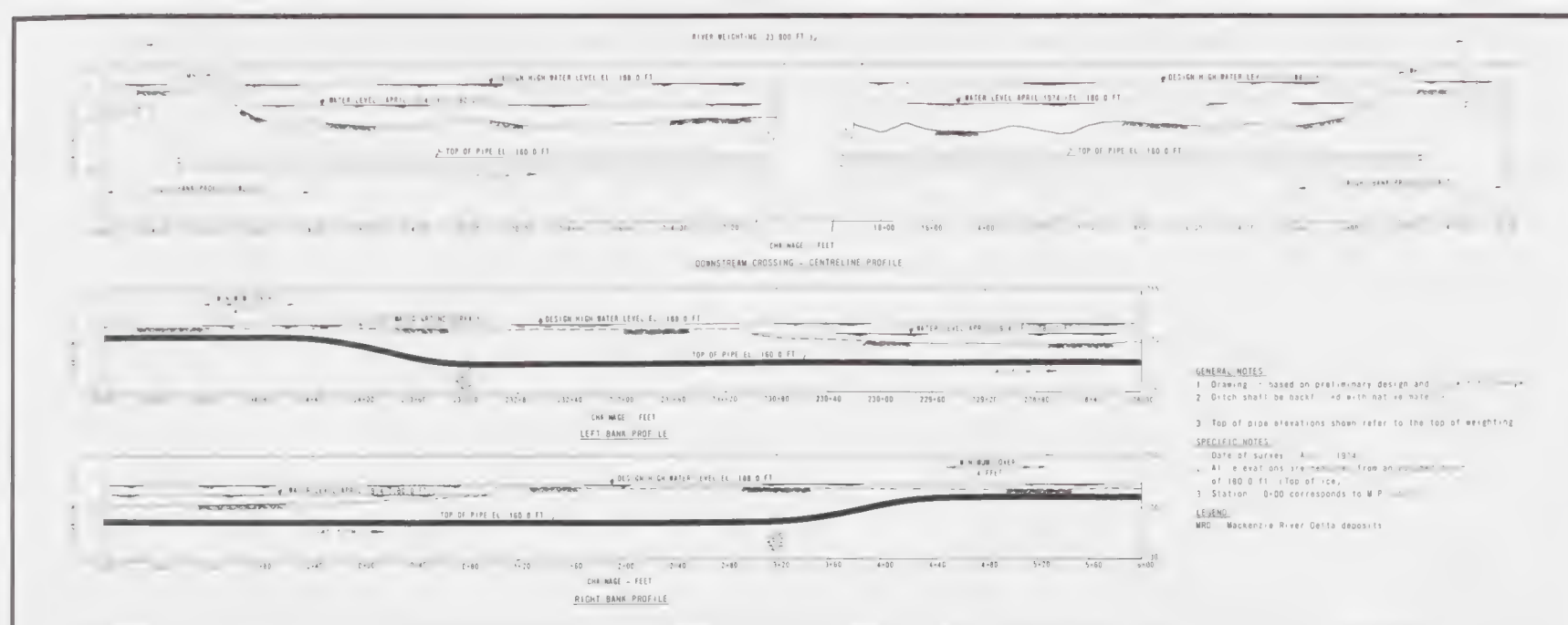
PLAN - FORM LINES



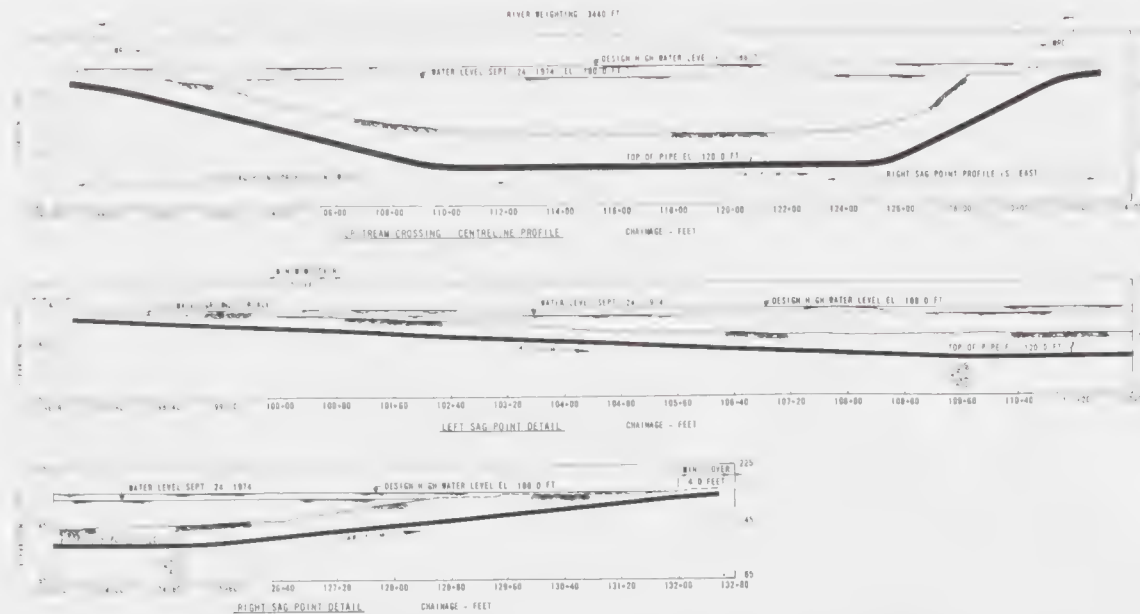
PLAN - AERIAL PHOTOGRAPHY



| | | | | | | |
|---------------------------------------|---|--|--|---|---|---------------------|
| <p>FILE</p> <p>REFERENCE DRAWINGS</p> | <p>DESCRIPTION</p> <p>DATE</p> <p>BY</p> <p>APP</p> | | | <p>DESIGNED BY</p> <p>DRAWN BY</p> <p>CHECKED BY</p> <p>ENGINEERS APPROVAL</p> <p>PROJECT MANAGER</p> | <p>NORTHERN ENGINEERING SERVICES COMPANY LIMITED</p> <p>ENGINEERS LTD.</p> <p>CANADIAN ARCTIC GAS PIPELINE LIMITED</p> <p>EAST CHANNEL CROSSING</p> <p>MACKENZIE DELTA</p> <p>PLAN AND PROFILES</p> | <p>1L-0210-1001</p> |
|---------------------------------------|---|--|--|---|---|---------------------|



| | | | | | | | | | | | |
|--|--|--|--|--|--|---------------------------|--|--|--|-----------------------------|--|
| | | | | | | DRAWN BY
IVAN CHARETTE | |  NORTHERN ENGINEERING SERVICES
COMPANY LIMITED | | | |
| | | | | | | CHECKED BY | | ENGINEERS FOR
CANADIAN ARCTIC GAS PIPELINE LIMITED | | | |
| | | | | | | ENGINEERS APPROVAL | | SHALLOW BAY CROSSING
PLAN AND PROFILES | | | |
| | | | | | | SCALE 1:10000 | | | | DRAWING NO.
1K-0210-1001 | |
| | | | | | | | | | | REV. | |



GENERAL NOTES:

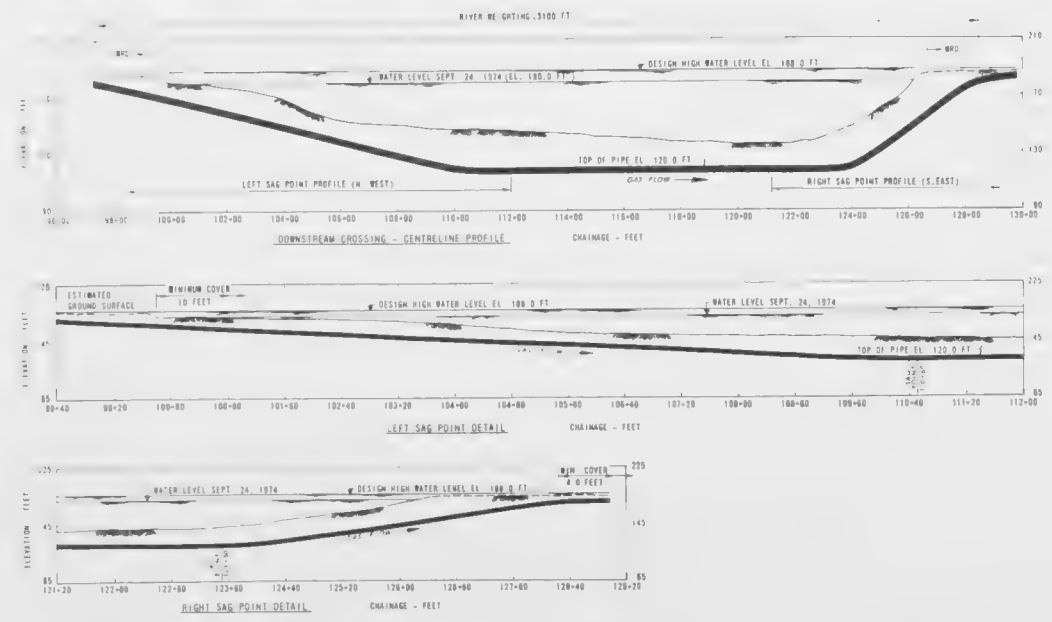
1. Drawing is based on preliminary design and subject to change.
2. Ditch shall be backfilled with native material.
3. Top of pipe elevations shown refer to the top of weighting.

SPECIFIC NOTES:

1. Date of survey - Sept. 24, 1974.
2. All elevations are measured from an assumed datum of 180.0 FT.
3. Station 100+00 corresponds to W.P.

LEGEND:

WRD - Mackenzie River Delta deposits



GENERAL NOTES:

1. Drawing is based on preliminary design and subject to change.
2. Ditch shall be backfilled with native material.
3. Top of pipe elevations shown refer to the top of weighting.

SPECIFIC NOTES:

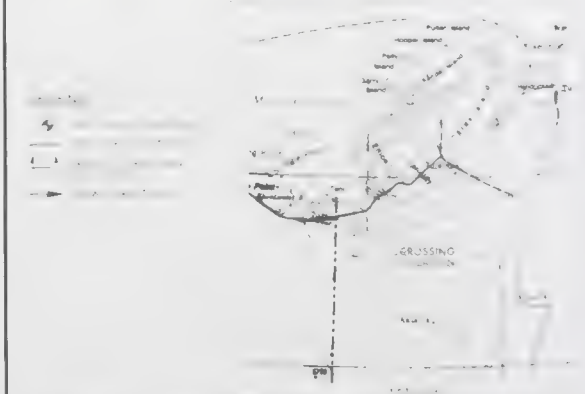
1. Date of survey - Sept. 24, 1974.
2. All elevations are measured from an assumed datum of 180.0 FT.
3. Station 100+00 corresponds to W.P. 354.0

LEGEND:

WRD - Mackenzie River Delta deposits



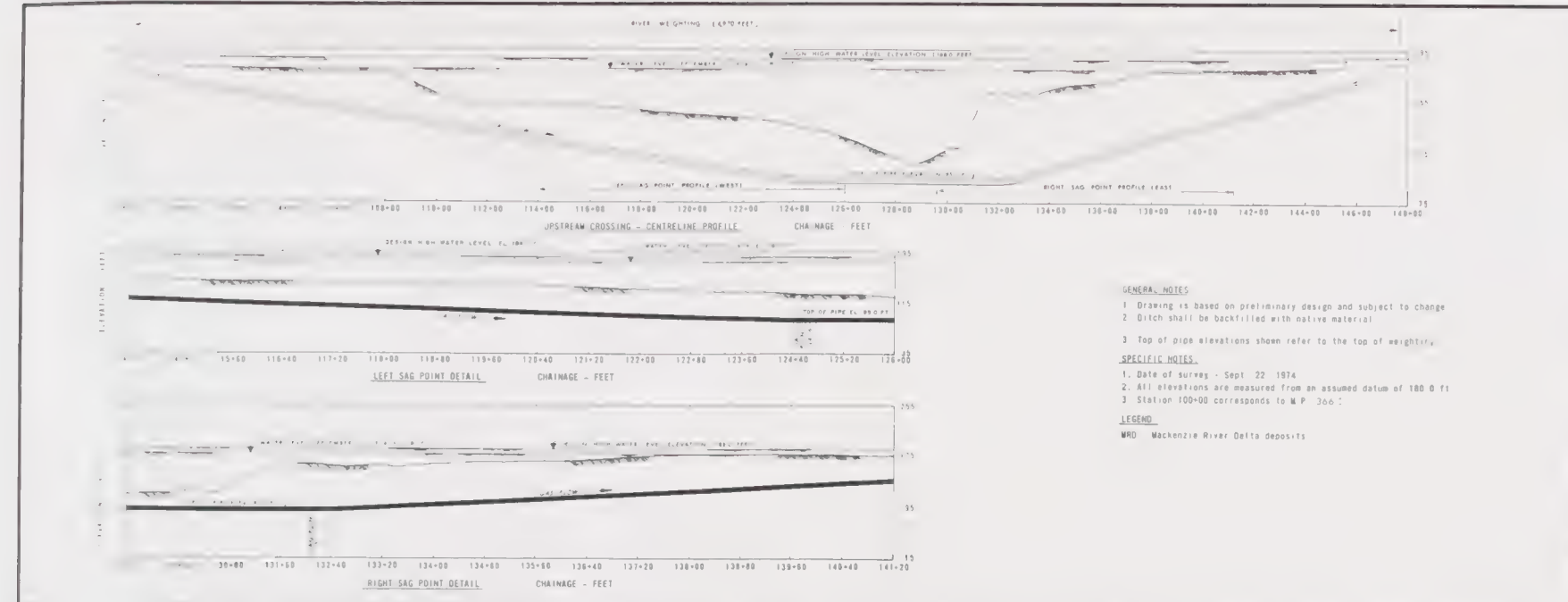
PLAN-AERIAL PHOTOGRAPHY



| | | | | | | |
|---------------------------|------------------------|--------------------|--------------------|-----------------------------------|---|---|
| <p>REFERENCE DRAWINGS</p> | <p>No. DESCRIPTION</p> | <p>DATE BY APP</p> | <p>DESIGNED BY</p> | <p>DRAWN BY
IVAN CHARETTE</p> | <p>ENGINEERS FOR
CANADIAN ARCTIC GAS PIPELINE LIMITED</p> | <p>ENGINEER, APPROVAL
PROJECT MANAGER</p> |
| h | g | f | e | d | c | b |

**NORTH REINDEER CHANNEL CROSSING
PLAN AND PROFILES**

1K-0210-1002



GENERAL NOTES

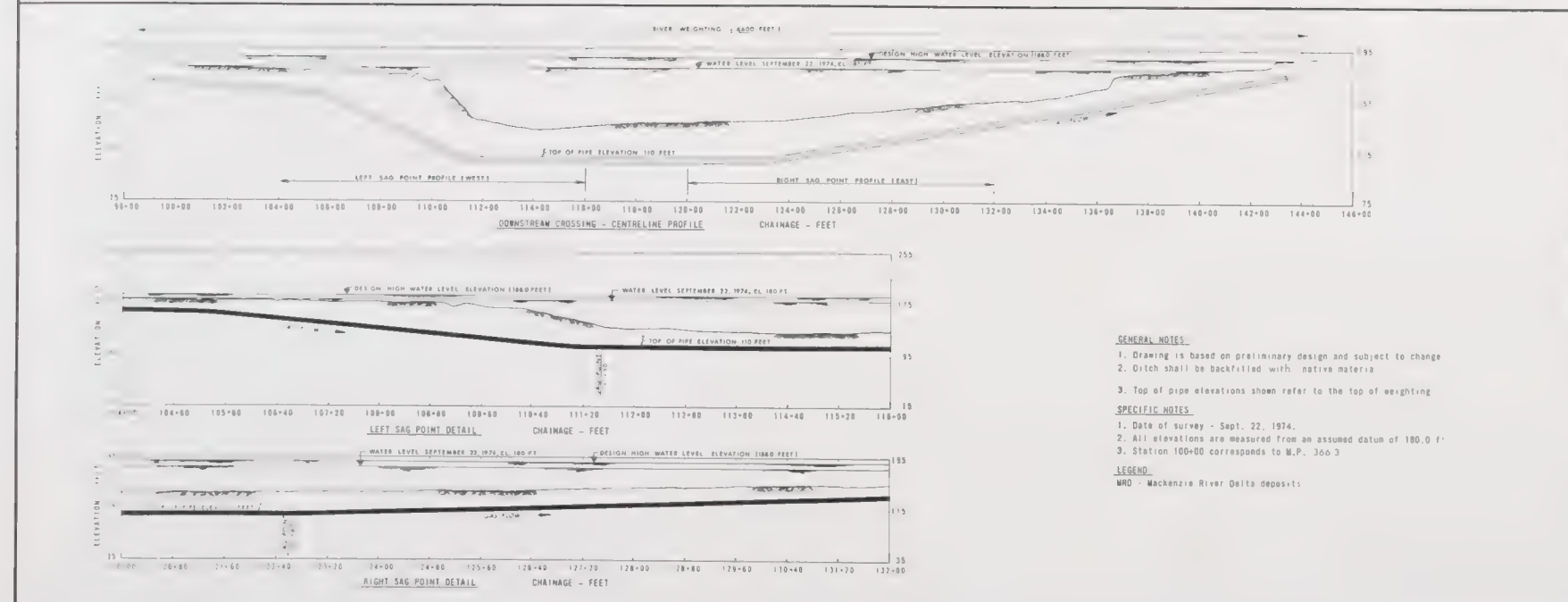
1. Drawing is based on preliminary design and subject to change
2. Ditch shall be backfilled with native material
3. Top of pipe elevations shown refer to the top of weighting

SPECIFIC NOTES

1. Date of survey - Sept. 22, 1974
2. All elevations are measured from an assumed datum of 180.0 ft
3. Station 100+00 corresponds to M.P. 366.3

LEGEND

WRD - Mackenzie River Delta deposits



GENERAL NOTES

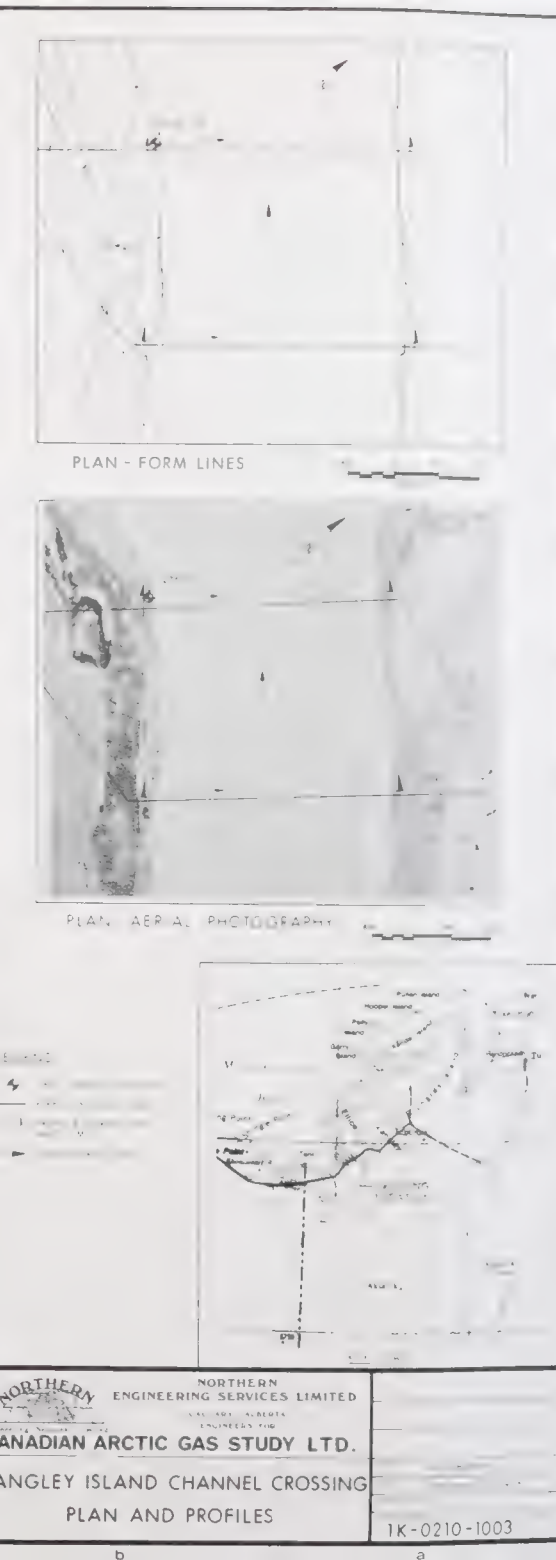
1. Drawing is based on preliminary design and subject to change
2. Ditch shall be backfilled with native material
3. Top of pipe elevations shown refer to the top of weighting

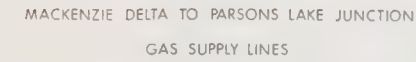
SPECIFIC NOTES

1. Date of survey - Sept. 22, 1974
2. All elevations are measured from an assumed datum of 180.0 ft
3. Station 100+00 corresponds to M.P. 366.3

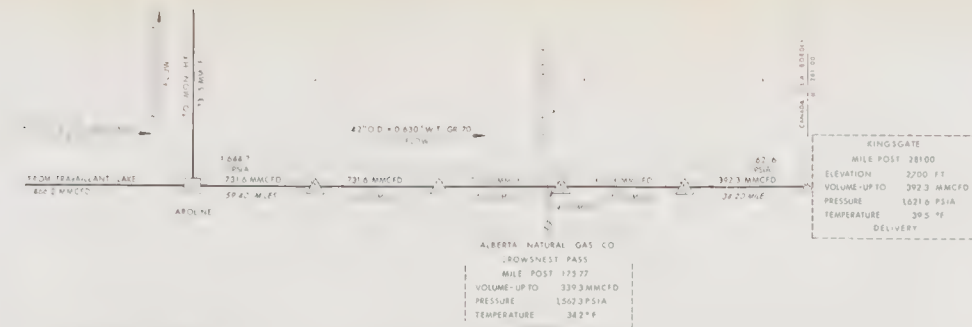
LEGEND

WRD - Mackenzie River Delta deposits





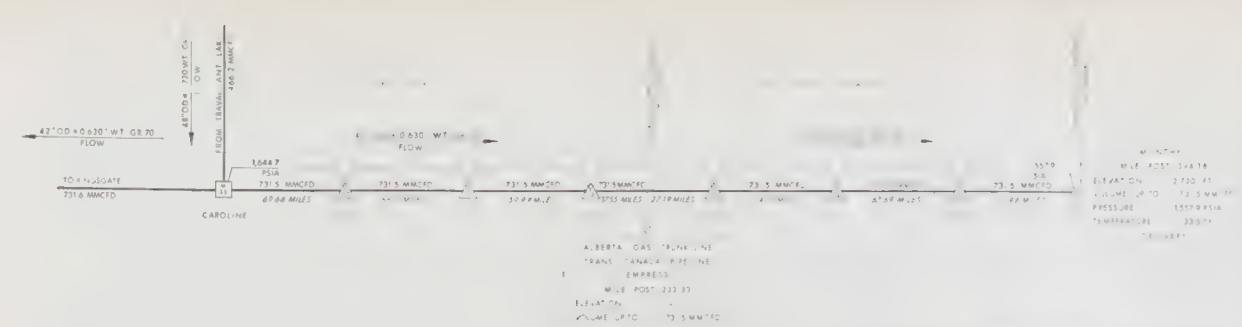
TO PARSONS LAKE JUNCTION
AS SUPPLY LINES



| STATION NUMBER | K-00 | K-01 | TOTALS |
|--|-------|--------|--------|
| STATION ELEVATION (FEET) | 59.40 | 119.75 | |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 6.170 | 4.400 | |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | |
| GAS VOLUME INTO STATION (MMCFD) | | | |
| STATION FUEL GAS (MMCFD) | | | |
| GAS VOLUME OUT OF STATION (MMCFD) | | | |
| GAS COMPRESSOR SUCTION PRESSURE (PSIA) | | | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | | |
| GAS COMPRESSOR RATIO | | | |
| GAS COMPRESSOR SUCTION TEMPERATURE (°F) | | | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | | |
| STATION OUTLET GAS TEMPERATURE (°F) | | | |
| HEATING COOLING DUTY (TONS) REQUIRED | | | |
| NUMBER OF PROPOSED COMPRESSOR UNITS PROPOSED | | | |
| SIZE OF PROPOSED COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | |
| TOTAL PROPOSED COMPRESSOR HORSEPOWER (50) PROPOSED | | | |
| TOTAL PROPOSED COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | |

CAROLINE TO KINGSGATE

GAS DELIVERY LINES



| STATION NUMBER | E-00 | E-01 | D4 | E-05 | TOTALS |
|--|-------|--------|----|------|--------|
| STATION ELEVATION (FEET) | 59.40 | 135.75 | | | |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 2.020 | 2.470 | | | |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | | | |
| GAS VOLUME INTO STATION (MMCFD) | | | | | |
| STATION FUEL GAS (MMCFD) | | | | | |
| GAS VOLUME OUT OF STATION (MMCFD) | | | | | |
| GAS COMPRESSOR SUCTION PRESSURE (PSIA) | | | | | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | | | | |
| GAS COMPRESSOR RATIO | | | | | |
| GAS COMPRESSOR SUCTION TEMPERATURE (°F) | | | | | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | | | | |
| STATION OUTLET GAS TEMPERATURE (°F) | | | | | |
| HEATING COOLING DUTY (TONS) REQUIRED | | | | | |
| NUMBER OF PROPOSED COMPRESSOR UNITS PROPOSED | | | | | |
| SIZE OF PROPOSED COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | |
| TOTAL PROPOSED COMPRESSOR HORSEPOWER (50) PROPOSED | | | | | |
| TOTAL PROPOSED COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | | | |

CAROLINE TO MONCHY



PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE

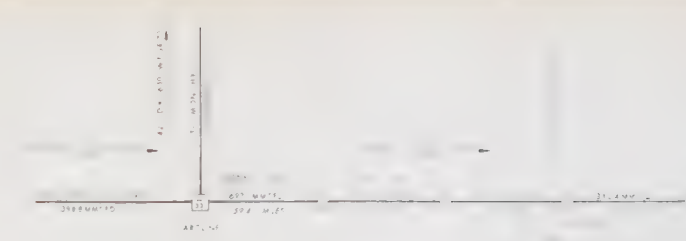
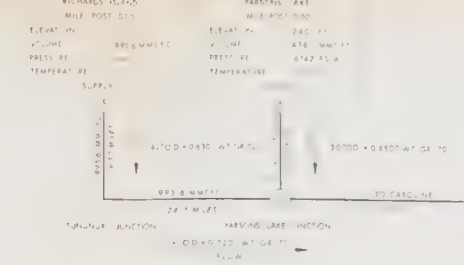
- LEGEND
- PIPE LINE
 - PROPOSED COMPRESSOR UNIT FOR GAS DELIVERY
 - STATION WITH CENTRIFUGAL GAS TURBINE GAS COMPRESSOR & GAS TURBINE DRIVE HEAT EXCHANGER FOR GAS DELIVERY
 - STATION WITH CENTRIFUGAL GAS TURBINE GAS COMPRESSOR
 - GAS MEASUREMENT STATION
 - PIPE LINE PRESSURE
 - GAS FLOWING VOLUME (473 PSIA & 60°F)

CANADIAN ARCTIC GAS PIPELINE LIMITED

FLOW DIAGRAM

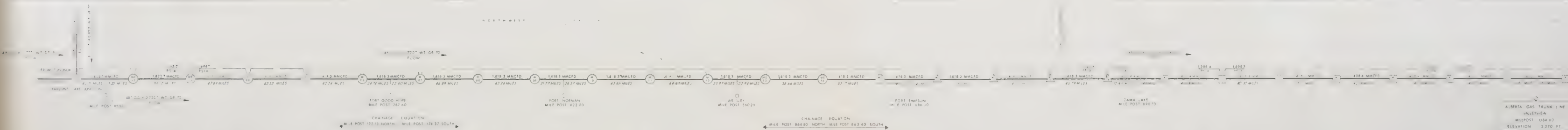
MAXIMUM CAPACITY

AVERAGE WINTER CONDITIONS - OPERATING YEAR 1



MACKENZIE DELTA TO PARSONS LAKE JUNCTION GAS SUPPLY LINES

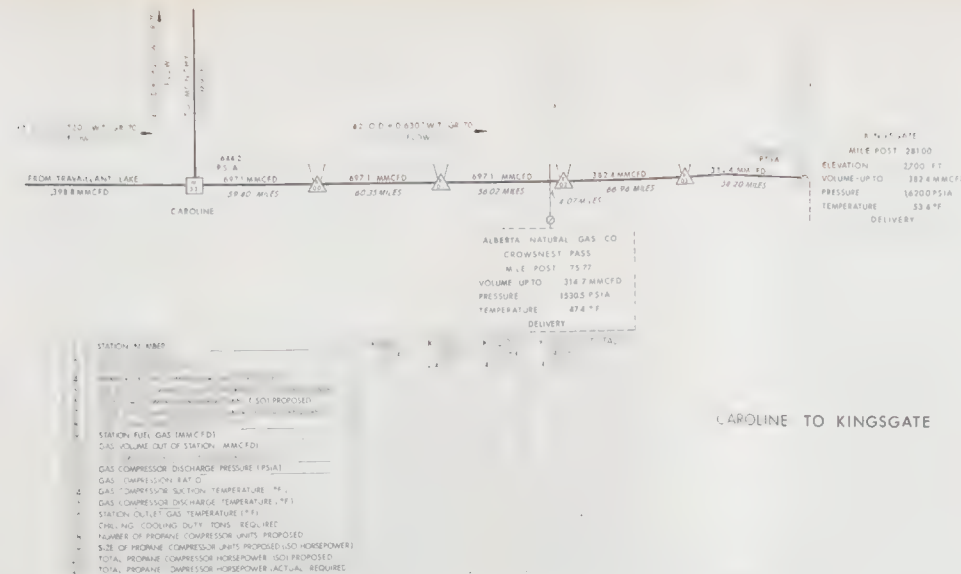
STATION, P.S. GAS METER
PLANE SET UP STATION, MMCD
LAST APPROX. SUCT. PRESSURE, PSIA
GAS COMPRESSOR SUCT. TEMPERATURE, °F
GAS COMPRESSOR DISCHARGE TEMPERATURE, °F
TYPICAL TUBE GAS TEMPERATURE, °F
MIN. COOLING DUCT FLOW, REQUIRED
SIZE OF PROPOSED COMPRESSOR UNIT, PROPOSED
A. PROPOSED COMPRESSOR HORSEPOWER, PROPOSED
A. PROPOSED COMPRESSOR HORSEPOWER, ACTUAL, REQUIRED



| STATION NUMBER | M-1 | M-2 | M-3 | M-4 | M-5 | M-6 | M-7 | M-8 | M-9 | M-10 | M-11 | M-12 | M-13 | M-14 | M-15 | M-16 | M-17 | M-18 | M-19 | M-20 | M-21 | M-22 | M-23 | M-24 | M-25 | M-26 | M-27 | M-28 | M-29 | M-30 | M-31 | M-32 | M-33 | TOTALS | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------|--|
| 1. NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. SIZE OF GAS COMPRESSOR UNITS PROPOSED, 50 HORSEPOWER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. TOTAL GAS COMPRESSOR HORSEPOWER, 50 HORSEPOWER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. TOTAL GAS COMPRESSOR HORSEPOWER, ACTUAL, REQUIRED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. GAS VOLUME INTO STATION, MMCFD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. FLOW, GAS MMCFD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. GAS COMPRESSOR SUCT. TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. GAS COMPRESSOR DISCHARGE TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9. STATION OUTLET GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33. TUBE GAS TEMPERATURE, °F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

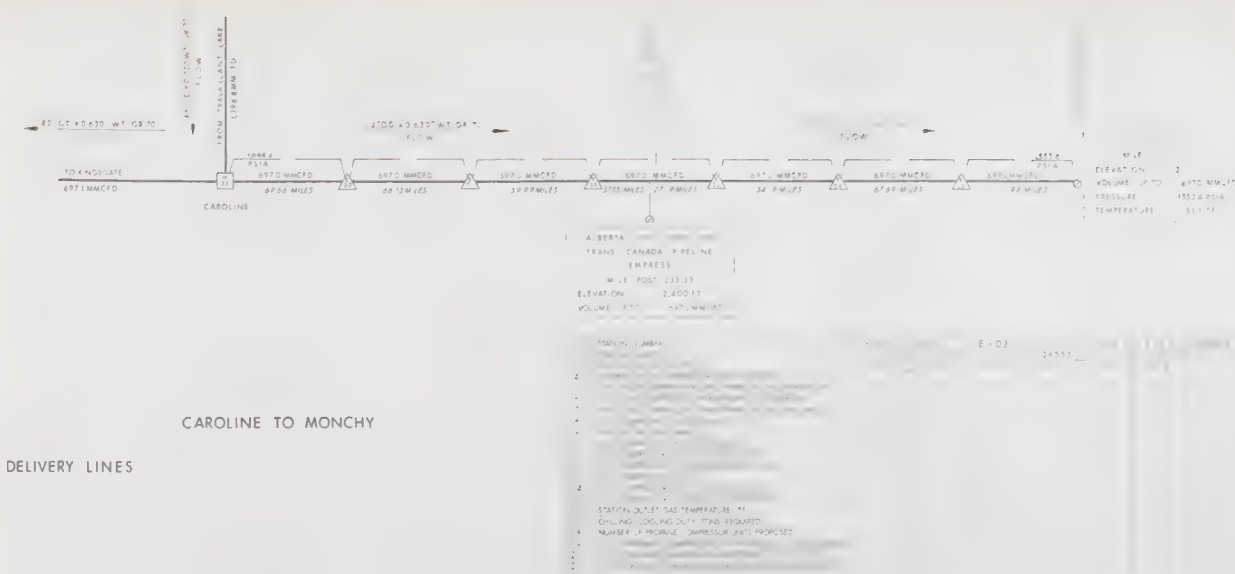
PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)
MAINLINE

A TO PARSONS LAKE JUNCTION
AS SUPPLY LINES



CAROLINE TO KINGSGATE

GAS DELIVERY LINES



CAROLINE TO MONCHY

| M-22 | M-23 | M-24 | M-25 | M-26 | M-27 | M-28 | M-29 | M-30 | M-31 | M-32 | TOTALS |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |
| 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 1100.0 |

PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE

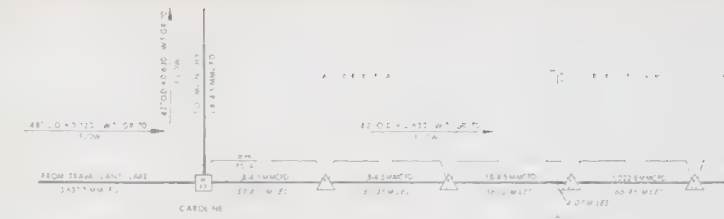


- LEGEND
- PIPELINE
 - STATION WITH CENTRIFUGAL GAS TURBINE GAS COMPRESSION
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 - STATION WITH CENTRIFUGAL GAS TURBINE GAS COMPRESSION
 - GAS MEASUREMENT STATION
 - PIPELINE PRESSURE
 - GAS FLOW RATE VOLUME 475 PSIA & 60°F
 - SIDE VALVE FOR FUTURE DELIVERY

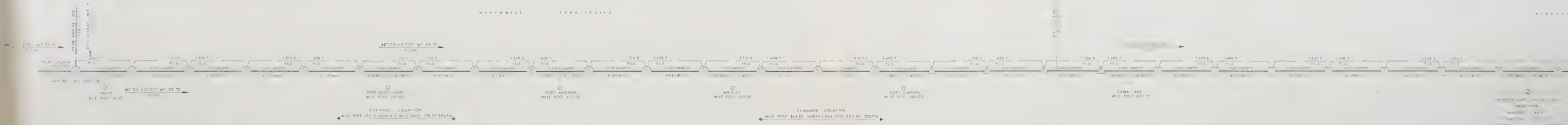


PRUDHOE BAY AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION GAS SUPPLY LINES

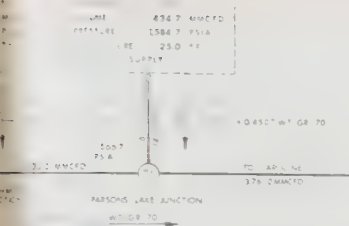
| STATION NUMBER | STATION MILEPOST | CA-04 | CA-05 | CA-06 | CD-07 | CD-08 | TOTALS |
|----------------|------------------|--------|--------|--------|--------|-------|--------|
| 1 | 176.04 | 223.80 | 269.77 | 310.98 | 357.39 | | |
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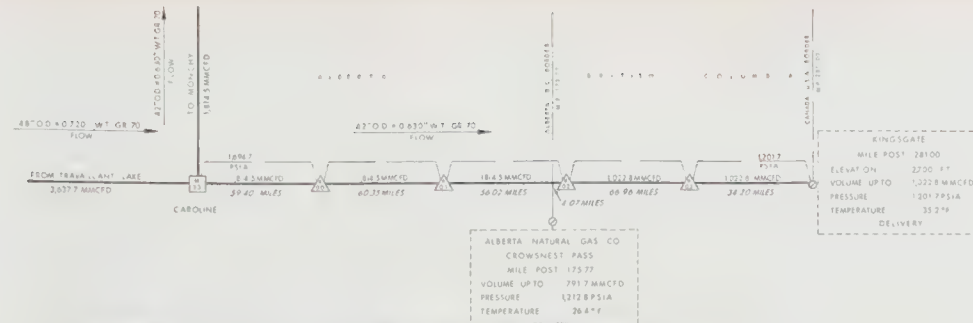
PARSONS LAKE JUNCTION TO CAROL (EAST FORT SIMPSON ROUTE REALIGNMENT) MAINLINE



| STATION NUMBER | STATION MILEPOST | CA-04 | CA-05 | CA-06 | CD-07 | CD-08 | TOTALS |
|----------------|------------------|--------|--------|--------|--------|-------|--------|
| 1 | 176.04 | 223.80 | 269.77 | 310.98 | 357.39 | | |
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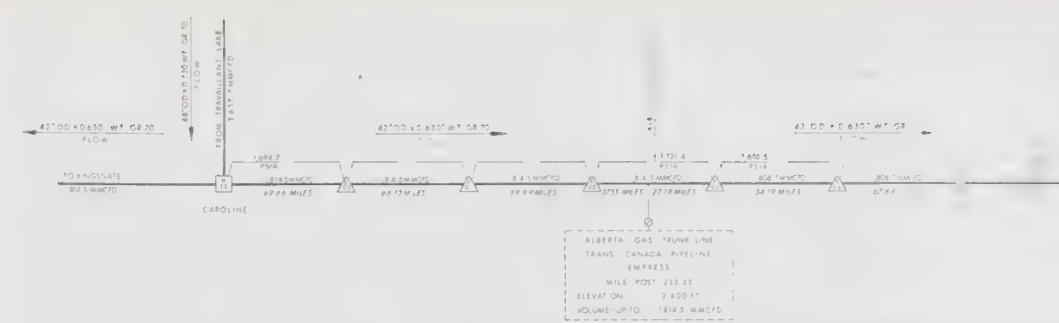


AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES



| STATION MILEPOST | 110.75 | 117.88 | 124.80 | 127.50 |
|---|--------|--------|--------|--------|
| STATION ELEVATION (FEET) | 4170 | 4800 | 4930 | 4730 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | | |
| GAS VOLUME INTO STATION (MMCFD) | | | | |
| GAS VOLUME OUT OF STATION (MMCFD) | | | | |
| GAS COMPRESSOR INJECTION PRESSURE (PSIA) | | | | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | | | |
| GAS COMPRESSOR RATIO | | | | |
| GAS COMPRESSOR INJECTION TEMPERATURE (°F) | | | | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | | | |
| STATION OUTLET GAS TEMPERATURE (°F) | | | | |
| CHILLING COOLING DUTY (TONS) REQUIRED | | | | |
| CHILLING COOLING DUTY (TONS) AVAILABLE | | | | |
| CHILLING COOLING DUTY (TONS) DEFICIT | | | | |
| CHILLING COOLING DUTY (TONS) SURPLUS | | | | |

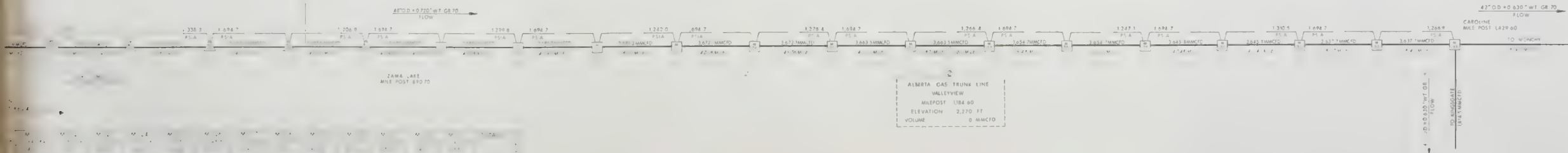
CAROLINE TO KINGSGATE



| STATION MILEPOST | 233.33 | 233.33 | 233.33 | 233.33 |
|---|--------|--------|--------|--------|
| STATION ELEVATION (FEET) | 2400 | 2400 | 2400 | 2400 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | | |
| GAS VOLUME INTO STATION (MMCFD) | | | | |
| GAS VOLUME OUT OF STATION (MMCFD) | | | | |
| GAS COMPRESSOR INJECTION PRESSURE (PSIA) | | | | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | | | |
| GAS COMPRESSOR RATIO | | | | |
| GAS COMPRESSOR INJECTION TEMPERATURE (°F) | | | | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | | | |
| STATION OUTLET GAS TEMPERATURE (°F) | | | | |
| CHILLING COOLING DUTY (TONS) REQUIRED | | | | |
| CHILLING COOLING DUTY (TONS) AVAILABLE | | | | |
| CHILLING COOLING DUTY (TONS) DEFICIT | | | | |
| CHILLING COOLING DUTY (TONS) SURPLUS | | | | |

CAROLINE TO MONCHY

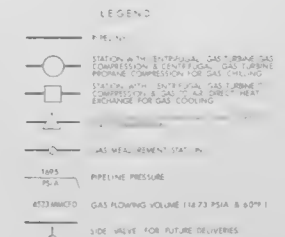
GAS DELIVERY LINES



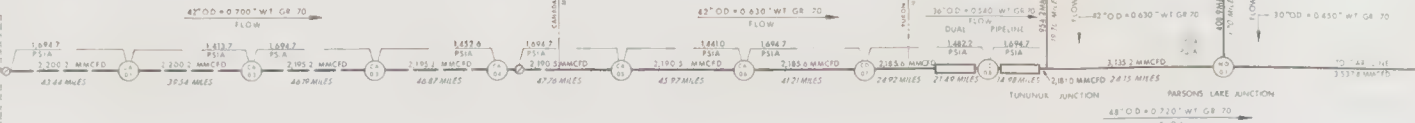
PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE

| STATION MILEPOST | 178.60 | 178.60 | 178.60 | 178.60 |
|---|--------|--------|--------|--------|
| STATION ELEVATION (FEET) | 2270 | 2270 | 2270 | 2270 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | | |
| GAS VOLUME INTO STATION (MMCFD) | | | | |
| GAS VOLUME OUT OF STATION (MMCFD) | | | | |
| GAS COMPRESSOR INJECTION PRESSURE (PSIA) | | | | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | | | |
| GAS COMPRESSOR RATIO | | | | |
| GAS COMPRESSOR INJECTION TEMPERATURE (°F) | | | | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | | | |
| STATION OUTLET GAS TEMPERATURE (°F) | | | | |
| CHILLING COOLING DUTY (TONS) REQUIRED | | | | |
| CHILLING COOLING DUTY (TONS) AVAILABLE | | | | |
| CHILLING COOLING DUTY (TONS) DEFICIT | | | | |
| CHILLING COOLING DUTY (TONS) SURPLUS | | | | |



PRUDHOE BAY
MILE POST 0.00
ELEVATION 30 FT
VOLUME 2,300.2 MMCFD
PRESSURE 1,696.7 PSIA
TEMPERATURE 250 °F
SUPPLY

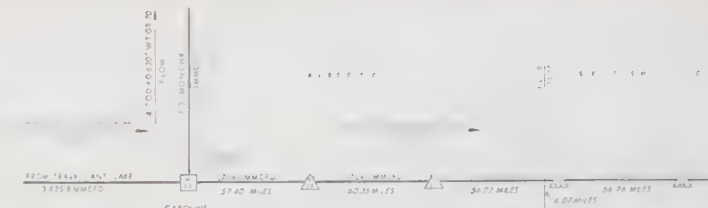


RICHARDS ISLAND
MILE POST 226
ELEVATION 30 FT
VOLUME 956.2 MMCFD
PRESSURE 1,683.0 PSIA
TEMPERATURE 250 °F
SUPPLY

PARSONS LAKE
MILE POST 200
ELEVATION 240 FT
VOLUME 808.9 MMCFD
PRESSURE 1,595.7 PSIA
TEMPERATURE 250 °F
SUPPLY

PRUDHOE BAY AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION GAS SUPPLY LINES

| STATION NUMBER | CA-01 | CA-02 | CA-03 | CA-04 | CA-05 | CA-06 | CD-07 | CD-08 | TOTALS | 1 |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|----|
| STATION ELEVATION (FEET) | 43.44 | 82.98 | 126.17 | 176.04 | 223.80 | 269.77 | 310.98 | 357.99 | | 2 |
| STATION FLOW (MMCFD) | 150 | 490 | 510 | 290 | 250 | 130 | 340 | 40 | | 3 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 | 4 |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 120,000 | 5 |
| TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 120,000 | 6 |
| TOTAL GAS COMPRESSOR HORSEPOWER ACTUAL REQUIRED | 13,291 | 12,027 | 11,490 | 12,027 | 9,989 | 8,677 | 8,677 | 8,677 | 86,777 | 7 |
| GAS VOLUME INTO STATION (MMCFD) | 2,300.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 8 |
| STATION FUEL GAS (MMCFD) | 50 | 67 | 67 | 67 | 67 | 67 | 67 | 67 | 192 | 9 |
| GAS VOLUME INTO STATION (MMCFD) | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 2,195.2 | 10 |
| GAS COMPRESSOR SECTION PRESSURE (PSIA) | 1,611.7 | 1,450.6 | 1,450.6 | 1,450.6 | 1,450.6 | 1,450.6 | 1,450.6 | 1,450.6 | 1,450.6 | 11 |
| GAS COMPRESSOR SECTION PRESSURE (PSIA) | 1,697.7 | 1,697.7 | 1,697.7 | 1,697.7 | 1,697.7 | 1,697.7 | 1,697.7 | 1,697.7 | 1,697.7 | 12 |
| GAS COMPRESSOR SECTION TEMPERATURE (°F) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 13 |
| GAS COMPRESSOR SECTION TEMPERATURE (°F) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 14 |
| STATION OUTLET GAS TEMPERATURE (°F) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 15 |
| CHILLING COOLING DUTY (TONS) REQUIRED | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16 |
| NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 | 17 |
| SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 120,000 | 18 |
| TOTAL PROpane COMPRESSOR HORSEPOWER (50) PROPOSED | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 120,000 | 19 |
| TOTAL PROpane COMPRESSOR HORSEPOWER ACTUAL REQUIRED | 13,291 | 12,027 | 11,490 | 12,027 | 9,989 | 8,677 | 8,677 | 8,677 | 86,777 | 20 |

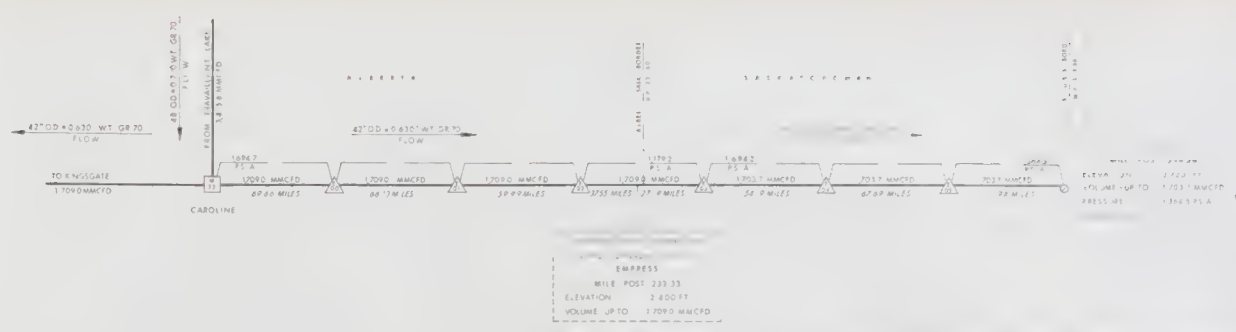
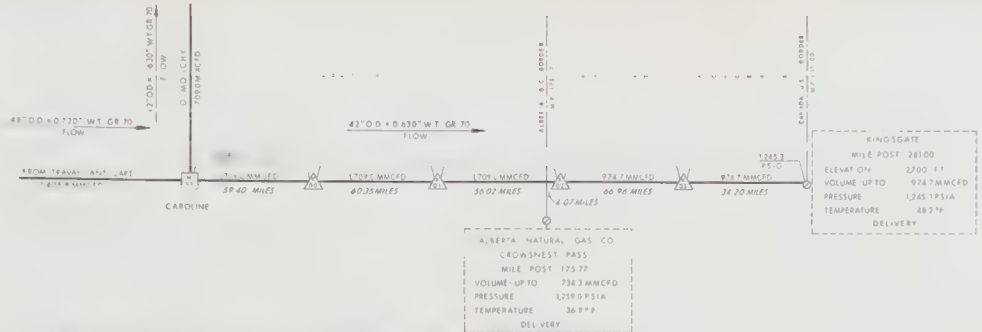


ALBERTA NATURAL GAS CO.
CROWNSHAW PASS
MILE POST 15.77
VOLUME UP TO 736.7 MMCFD
PRESSURE 1,595.7 PSIA
TEMPERATURE 250 °F

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CAROLINE TO KINGS GATE

CAROLINE TO MONCHY

GAS DELIVERY LINES

ND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES

PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE

- LEGEND
- PIPELINE
 - INTERSECTION OF PIPELINES AND CROSSING OF PIPELINES
 - STATION WITH CENTRIFUGAL GAS COMPRESSOR
 - STATION WITH PROPOSED GAS COMPRESSOR
 - STATION WITH PROPOSED GAS COMPRESSOR AND GAS TO AIR DIRECT HEAT EXCHANGER FOR GAS COOLING
 - GAS MEASUREMENT STATION
 - PIPELINE PRESSURE
 - 4573 MMCFD GAS FLOWING VOLUME (1473 PSIA & 60°F)
 - SIDE VALVE FOR FUTURE DELIVERIES

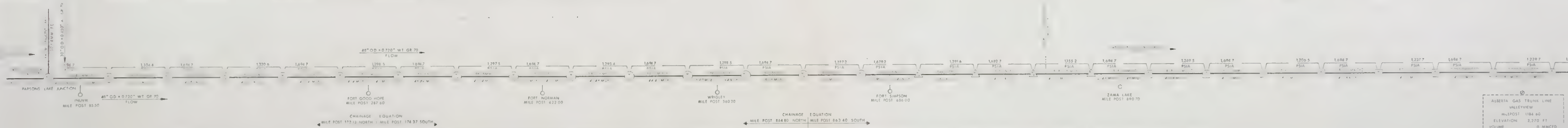
CANADIAN ARCTIC GAS PIPELINE LIMITED
FLOW DIAGRAM
MAXIMUM CAPACITY
AVERAGE SUMMER CONDITIONS OPERATING YEAR



PRUDHOE BAY AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES

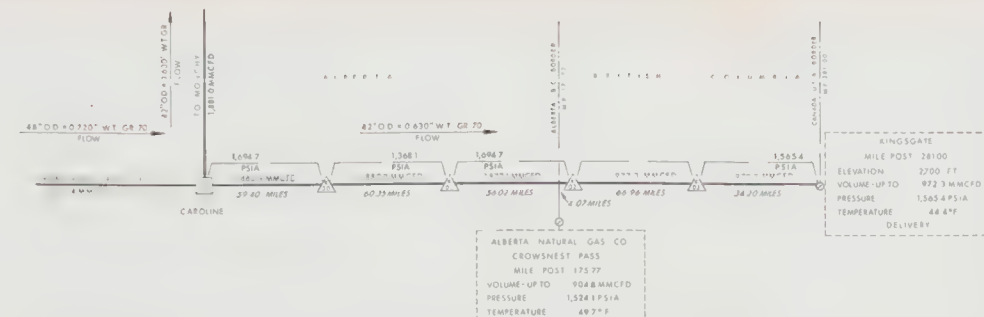
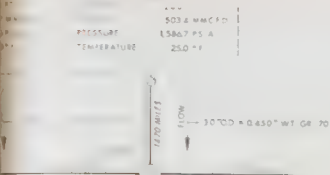
| STATION NUMBER | CA-02 | CA-03 | CA-04 | CA-05 | CA-06 | CD-07 | CD-08 | TOTALS |
|--|--------|--------|-------|-------|---------|---------|---------|---------|
| STATION ELEVATION, FEET | 82.98 | 129.17 | | | 268.77 | 310.98 | 357.39 | |
| STATION ELEVATION, FEET | 690 | 510 | | | 120 | 340 | 40 | |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | | 1 | 1 | 1 | 3 |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER) | 30,000 | | | | 30,000 | 30,000 | 30,000 | 90,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (ISO HORSEPOWER) | 30,000 | | | | 30,000 | 30,000 | 30,000 | 90,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (ACTUAL REQUIRED) | 22,500 | | | | 22,500 | 22,500 | 22,500 | 67,500 |
| STATION FUEL GAS MMCFD | | | | | 274.9 | | | |
| GAS VOLUME OUT OF STATION MMCFD | | | | | 1,400.3 | 1,400.3 | 1,400.3 | 4,200.9 |
| GAS COMPRESSOR SUCTION PRESSURE (PSIA) | | | | | 1,697.9 | 1,697.9 | 1,697.9 | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | | | | 1,697.9 | 1,697.9 | 1,697.9 | |
| GAS COMPRESSOR RATIO | | | | | 1.21 | 1.18 | 1.19 | |
| GAS COMPRESSOR SUCTION TEMPERATURE (°F) | | | | | 9.0 | 13.0 | 11.9 | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | | | | 32.7 | 33.4 | 33.3 | |
| STATION OUTPUT GAS TEMPERATURE (°F) | | | | | 23.0 | 23.0 | 23.0 | |
| CHILLING COOLING DUTY TONS REQUIRED | | | | | 2.769 | 2.927 | 2.974 | |
| NUMBER OF REFRIG. COMPRESSOR UNITS PROPOSED | | | | | | | | |
| SIZE OF REFRIG. COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER) | | | | | | | | |
| TOTAL REFRIG. COMPRESSOR HORSEPOWER (ISO HORSEPOWER) | | | | | | | | |
| TOTAL REFRIG. COMPRESSOR HORSEPOWER (ACTUAL REQUIRED) | | | | | | | | |

| STATION NUMBER | CA-02 | CA-03 | CA-04 | CA-05 | CA-06 | CD-07 | CD-08 | TOTALS |
|--|--------|--------|-------|-------|---------|---------|---------|---------|
| STATION ELEVATION, FEET | 82.98 | 129.17 | | | 268.77 | 310.98 | 357.39 | |
| STATION ELEVATION, FEET | 690 | 510 | | | 120 | 340 | 40 | |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | | 1 | 1 | 1 | 3 |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER) | 30,000 | | | | 30,000 | 30,000 | 30,000 | 90,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (ISO HORSEPOWER) | 30,000 | | | | 30,000 | 30,000 | 30,000 | 90,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (ACTUAL REQUIRED) | 22,500 | | | | 22,500 | 22,500 | 22,500 | 67,500 |
| STATION FUEL GAS MMCFD | | | | | 274.9 | | | |
| GAS VOLUME OUT OF STATION MMCFD | | | | | 1,400.3 | 1,400.3 | 1,400.3 | 4,200.9 |
| GAS COMPRESSOR SUCTION PRESSURE (PSIA) | | | | | 1,697.9 | 1,697.9 | 1,697.9 | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | | | | 1,697.9 | 1,697.9 | 1,697.9 | |
| GAS COMPRESSOR RATIO | | | | | 1.21 | 1.18 | 1.19 | |
| GAS COMPRESSOR SUCTION TEMPERATURE (°F) | | | | | 9.0 | 13.0 | 11.9 | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | | | | 32.7 | 33.4 | 33.3 | |
| STATION OUTPUT GAS TEMPERATURE (°F) | | | | | 23.0 | 23.0 | 23.0 | |
| CHILLING COOLING DUTY TONS REQUIRED | | | | | 2.769 | 2.927 | 2.974 | |
| NUMBER OF REFRIG. COMPRESSOR UNITS PROPOSED | | | | | | | | |
| SIZE OF REFRIG. COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER) | | | | | | | | |
| TOTAL REFRIG. COMPRESSOR HORSEPOWER (ISO HORSEPOWER) | | | | | | | | |
| TOTAL REFRIG. COMPRESSOR HORSEPOWER (ACTUAL REQUIRED) | | | | | | | | |



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| 1 | STATION NUMBER | M 01 | M 02 | M 03 | M 04 | M 05 | M 06 | M 07 | M 08 | M 09 | M 10 | M 11 | M 12 | M 13 | M 14 | M 15 | M 16 | M 17 | M 18 | M 19 | M 20 | M 21 | M 22 | M 23 | M 24 | M 25 | M 26 | M 27 | M 28 | M 29 | M 30 | M 31 | M 32 | M 33 | M 34 | M 35 | M 36 | M 37 | M 38 | M 39 | M 40 | M 41 | M 42 | M 43 | M 44 | M 45 | M 46 | M 47 | M 48 | M 49 | M 50 | M 51 | M 52 | M 53 | M 54 | M 55 | M 56 | M 57 | M 58 | M 59 | M 60 | M 61 | M 62 | M 63 | M 64 | M 65 | M 66 | M 67 | M 68 | M 69 | M 70 | M 71 | M 72 | M 73 | M 74 | M 75 | M 76 | M 77 | M 78 | M 79 | M 80 | M 81 | M 82 | M 83 | M 84 | M 85 | M 86 | M 87 | M 88 | M 89 | M 90 | M 91 | M 92 | M 93 | M 94 | M 95 | M 96 | M 97 | M 98 | M 99 | M 100 | M 101 | M 102 | M 103 | M 104 | M 105 | M 106 | M 107 | M 108 | M 109 | M 110 | M 111 | M 112 | M 113 | M 114 | M 115 | M 116 | M 117 | M 118 | M 119 | M 120 | M 121 | M 122 | M 123 | M 124 | M 125 | M 126 | M 127 | M 128 | M 129 | M 130 | M 131 | M 132 | M 133 | M 134 | M 135 | M 136 | M 137 | M 138 | M 139 | M 140 | M 141 | M 142 | M 143 | M 144 | M 145 | M 146 | M 147 | M 148 | M 149 | M 150 | M 151 | M 152 | M 153 | M 154 | M 155 | M 156 | M 157 | M 158 | M 159 | M 160 | M 161 | M 162 | M 163 | M 164 | M 165 | M 166 | M 167 | M 168 | M 169 | M 170 | M 171 | M 172 | M 173 | M 174 | M 175 | M 176 | M 177 | M 178 | M 179 | M 180 | M 181 | M 182 | M 183 | M 184 | M 185 | M 186 | M 187 | M 188 | M 189 | M 190 | M 191 | M 192 | M 193 | M 194 | M 195 | M 196 | M 197 | M 198 | M 199 | M 200 | M 201 | M 202 | M 203 | M 204 | M 205 | M 206 | M 207 | M 208 | M 209 | M 210 | M 211 | M 212 | M 213 | M 214 | M 215 | M 216 | M 217 | M 218 | M 219 | M 220 | M 221 | M 222 | M 223 | M 224 | M 225 | M 226 | M 227 | M 228 | M 229 | M 230 | M 231 | M 232 | M 233 | M 234 | M 235 | M 236 | M 237 | M 238 | M 239 | M 240 | M 241 | M 242 | M 243 | M 244 | M 245 | M 246 | M 247 | M 248 | M 249 | M 250 | M 251 | M 252 | M 253 | M 254 | M 255 | M 256 | M 257 | M 258 | M 259 | M 260 | M 261 | M 262 | M 263 | M 264 | M 265 | M 266 | M 267 | M 268 | M 269 | M 270 | M 271 | M 272 | M 273 | M 274 | M 275 | M 276 | M 277 | M 278 | M 279 | M 280 | M 281 | M 282 | M 283 | M 284 | M 285 | M 286 | M 287 | M 288 | M 289 | M 290 | M 291 | M 292 | M 293 | M 294 | M 295 | M 296 | M 297 | M 298 | M 299 | M 300 | M 301 | M 302 | M 303 | M 304 | M 305 | M 306 | M 307 | M 308 | M 309 | M 310 | M 311 | M 312 | M 313 | M 314 | M 315 | M 316 | M 317 | M 318 | M 319 | M 320 | M 321 | M 322 | M 323 | M 324 | M 325 | M 326 | M 327 | M 328 | M 329 | M 330 | M 331 | M 332 | M 333 | M 334 | M 335 | M 336 | M 337 | M 338 | M 339 | M 340 | M 341 | M 342 | M 343 | M 344 | M 345 | M 346 | M 347 | M 348 | M 349 | M 350 | M 351 | M 352 | M 353 | M 354 | M 355 | M 356 | M 357 | M 358 | M 359 | M 360 | M 361 | M 362 | M 363 | M 364 | M 365 | M 366 | M 367 | M 368 | M 369 | M 370 | M 371 | M 372 | M 373 | M 374 | M 375 | M 376 | M 377 | M 378 | M 379 | M 380 | M 381 | M 382 | M 383 | M 384 | M 385 | M 386 | M 387 | M 388 | M 389 | M 390 | M 391 | M 392 | M 393 | M 394 | M 395 | M 396 | M 397 | M 398 | M 399 | M 400 | M 401 | M 402 | M 403 | M 404 | M 405 | M 406 | M 407 | M 408 | M 409 | M 410 | M 411 | M 412 | M 413 | M 414 | M 415 | M 416 | M 417 | M 418 | M 419 | M 420 | M 421 | M 422 | M 423 | M 424 | M 425 | M 426 | M 427 | M 428 | M 429 | M 430 | M 431 | M 432 | M 433 | M 434 | M 435 | M 436 | M 437 | M 438 | M 439 | M 440 | M 441 | M 442 | M 443 | M 444 | M 445 | M 446 | M 447 | M 448 | M 449 | M 450 | M 451 | M 452 | M 453 | M 454 | M 455 | M 456 | M 457 | M 458 | M 459 | M 460 | M 461 | M 462 | M 463 | M 464 | M 465 | M 466 | M 467 | M 468 | M 469 | M 470 | M 471 | M 472 | M 473 | M 474 | M 475 | M 476 | M 477 | M 478 | M 479 | M 480 | M 481 | M 482 | M 483 | M 484 | M 485 | M 486 | M 487 | M 488 | M 489 | M 490 | M 491 | M 492 | M 493 | M 494 | M 495 | M 496 | M 497 | M 498 | M 499 | M 500 | M 501 | M 502 | M 503 | M 504 | M 505 | M 506 | M 507 | M 508 | M 509 | M 510 | M 511 | M 512 | M 513 | M 514 | M 515 | M 516 | M 517 | M 518 | M 519 | M 520 | M 521 | M 522 | M 523 | M 524 | M 525 | M 526 | M 527 | M 528 | M 529 | M 530 | M 531 | M 532 | M 533 | M 534 | M 535 | M 536 | M 537 | M 538 | M 539 | M 540 | M 541 | M 542 | M 543 | M 544 | M 545 | M 546 | M 547 | M 548 | M 549 | M 550 | M 551 | M 552 | M 553 | M 554 | M 555 | M 556 | M 557 | M 558 | M 559 | M 560 | M 561 | M 562 | M 563 | M 564 | M 565 | M 566 | M 567 | M 568 | M 569 | M 570 | M 571 | M 572 | M 573 | M 574 | M 575 | M 576 | M 577 | M 578 | M 579 | M 580 | M 581 | M 582 | M 583 | M 584 | M 585 | M 586 | M 587 | M 588 | M 589 | M 590 | M 591 | M 592 | M 593 | M 594 | M 595 | M 596 | M 597 | M 598 | M 599 | M 600 | M 601 | M 602 | M 603 | M 604 | M 605 | M 606 | M 607 | M 608 | M 609 | M 610 | M 611 | M 612 | M 613 | M 614 | M 615 | M 616 | M 617 | M 618 | M 619 | M 620 | M 621 | M 622 | M 623 | M 624 | M 625 | M 626 | M 627 | M 628 | M 629 | M 630 | M 631 | M 632 | M 633 | M 634 | M 635 | M 636 | M 637 | M 638 | M 639 | M 640 | M 641 | M 642 | M 643 | M 644 | M 645 | M 646 | M 647 | M 648 | M 649 | M 650 | M 651 | M 652 | M 653 | M 654 | M 655 | M 656 | M 657 | M 658 | M 659 | M 660 | M 661 | M 662 | M 663 | M 664 | M 665 | M 666 | M 667 | M 668 | M 669 | M 670 | M 671 | M 672 | M 673 | M 674 | M 675 | M 676 | M 677 | M 678 | M 679 | M 680 | M 681 | M 682 | M 683 | M 684 | M 685 | M 686 | M 687 | M 688 | M 689 | M 690 | M 691 | M 692 | M 693 | M 694 | M 695 | M 696 | M 697 | M 698 | M 699 | M 700 | M 701 | M 702 | M 703 | M 704 | M 705 | M 706 | M 707 | M 708 | M 709 | M 710 | M 711 | M 712 | M 713 | M 714 | M 715 | M 716 | M 717 | M 718 | M 719 | M 720 | M 721 | M 722 | M 723 | M 724 | M 725 | M 726 | M 727 | M 728 | M 729 | M 730 | M 731 | M 732 | M 733 | M 734 | M 735 | M 736 | M 737 | M 738 | M 739 | M 740 | M 741 | M 742 | M 743 | M 744 | M 745 | M 746 | M 747 | M 748 | M 749 | M 750 | M 751 | M 752 | M 753 | M 754 | M 755 | M 756 | M 757 | M 758 | M 759 | M 760 | M 761 | M 762 | M 763 | M 764 | M 765 | M 766 | M 767 | M 768 | M 769 | M 770 | M 771 | M 772 | M 773 | M 774 | M 775 | M 776 | M 777 | M 778 | M 779 | M 780 | M 781 | M 782 | M 783 | M 784 | M 785 | M 786 | M 787 | M 788 | M 789 | M 790 | M 791 | M 792 | M 793 | M 794 | M 795 | M 796 | M 797 | M 798 | M 799 | M 800 | M 801 | M 802 | M 803 | M 804 | M 805 | M 806 | M 807 | M 808 | M 809 | M 810 | M 811 | M 812 | M 813 | M 814 | M 815 | M 816 | M 817 | M 818 | M 819 | M 820 | M 821 | M 822 | M 823 | M 824 | M 825 | M 826 | M 827 | M 828 | M 829 | M 830 | M 831 | M 832 | M 833 | M 834 | M 835 | M 836 | M 837 | M 838 | M 839 | M 840 | M 841 | M 842 | M 843 | M 844 | M 845 | M 846 | M 847 | M 848 | M 849 | M 850 | M 851 | M 852 | M 853 | M 854 | M 855 | M 856 | M 857 | M 858 | M 859 | M 860 | M 861 | M 862 | M 863 | M 864 | M 865 | M 866 | M 867 | M 868 | M 869 | M 870 | M 871 | M 872 | M 873 | M 874 | M 875 | M 876 | M 877 | M 878 | M 879 | M 880 | M 881 | M 882 | M 883 | M 884 | M 885 | M 886 | M 887 | M 888 | M 889 | M 890 | M 891 | M 892 | M 893 | M 894 | M 895 | M 896 | M 897 | M 898 | M 899 | M 900 | M 901 | M 902 | M 903 | M 904 | M 905 | M 906 | M 907 | M 908 | M 909 | M 910 | M 911 | M 912 | M 913 | M 914 | M 915 | M 916 | M 917 | M 918 | M 919 | M 920 | M 921 | M 922 | M 923 | M 924 | M 925 | M 926 | M 927 | M 928 | M 929 | M 930 | M 931 | M 932 | M 933 | M 934 | M 935 | M 936 | M 937 | M 938 | M 939 | M 940 | M 941 | M 942 | M 943 | M 944 | M 945 | M 946 | M 947 | M 948 | M 949 | M 950 | M 951 | M 952 | M 953 | M 954 | M 955 | M 956 | M 957 | M 958 | M 959 | M 960 | M 961 | M 962 | M 963 | M 964 | M 965 | M 966 | M 967 | M 968 | M 969 | M 970 | M 971 | M 972 | M 973 | M 974 | M 975 | M 976 | M 977 | M 978 | M 979 | M 980 | M 981 | M 982 | M 983 | M 984 | M 985 | M 986 | M 987 | M 988 | M 989 | M 990 | M 991 | M 992 | M 993 | M 994 | M 995 | M 996 | M 997 | M 998 | M 999 | M 1000 | M 1001 | M 1002 | M 1003 | M 1004 | M 1005 | M 1006 | M 1007 | M 1008 | M 1009 | M 1010 | M 1011 | M 1012 | M 1013 | M 1014 | M 1015 | M 1016 | M 1017 | M 1018 | M 1019 | M 1020 | M 1021 | M 1022 | M 1023 | M 1024 | M 1025 | M 1026 | M 1027 | M 1028 | M 1029 | M 1030 | M 1031 | M 1032 | M 1033 | M 1034 | M 1035 | M 1036 | M 1037 | M 1038 | M 1039 | M 1040 | M 1041 | M 1042 | M 1043 | M 1044 | M 1045 | M 1046 | M 1047 | M 1048 | M 1049 | M 1050 | M 1051 | M 1052 | M 1053 | M 1054 | M 1055 | M 1056 | M 1057 | M 1058 | M 1059 | M 1060 | M 1061 | M 1062 | M 1063 | M 1064 | M 1065 | M 1066 | M 1067 | M 1068 | M 1069 | M 1070 | M 1071 | M 1072 | M 1073 | M 1074 | M 1075 | M 1076 | M 1077 | M 1078 | M 1079 | M 1080 | M 1081 | M 1082 | M 1083 | M 1084 | M 1085 | M 1086 | M 1087 | M 1088 | M 1089 | M 1090 | M 1091 | M 1092 | M 1093 | M 1094 | M 1095 | M 1096 | M 1097 | M 1098 | M 1099 | M 1100 | M 1101 | M 1102 | M 1103 | M 1104 | M 1105 | M 1106 | M 1107 | M 1108 | M 1109 | M 1110 | M 1111 | M 1112 | M 1113 | M 1114 | M 1115 | M 1116 | M 1117 | M 1118 | M 1119 | M 1120 | M 1121 | M 1122 | M 1123 | M 1124 | M 1125 | M 1126 | M 1127 | M 1128 | M 1129 | M 1130 | M 1131 | M 1132 | M 1133 | M 1134 | M 1135 | M 1136 | M 1137 | M 1138 | M 1139 | M 1140 | M 1141 | M 1142 | M 1143 | M 1144 | M 1145 | M 1146 | M 1147 | M 1148 | M 1149 | M 1150 | M 1151 | M 1152 | M 1153 | M 1154 | M 1155 | M 1156 | M 1157 | M 1158 | M 1159 | M 1160 | M 1161 | M 1162 | M 1163 | M 1164 | M 1165 | M 1166 | M 1167 | M 1168 | M 1169 | M 1170 | M 1171 | M 1172 | M 1173 | M 1174 | M 1175 | M 1176 | M 1177 | M 1178 | M 1179 | M 1180 | M 1181 | M 1182 | M 1183 | M 1184 | M 1185 | M 1186 | M 1187 | M 1188 | M 1189 | M 1190 | M 1191 | M 1192 | M 1193 | M 1194 | M 1195 | M 1196 | M 1197 | M 1198 | M 1199 | M 1200 | M 1201 | M 1202 | M 1203 | M 1204 | M 1205 | M 1206 | M 1207 | M 1208 | M 1209 | M 1210 | M 1211 | M 1212 | M 1213 | M 1214 | M 1215 | M 1216 | M 1217 | M 1218 | M 1219 | M 1220 | M 1221 | M 1222 | M 1223 | M 1224 | M 1225 | M 1226 | M 1227 | M 1228 | M 1229 | M 1230 | M 1231 | M 1232 | M 1233 | M 1234 | M 1235 | M 1236 | M 1237 | M 1238 | M 1239 | M 1240 | M 1241 | M 1242 | M 1243 | M 1244 | M 1245 | M 1246 | M 1247 | M 1248 | M 1249 | M 1250 | M 1251 | M 1252 | M 1253 | M 1254 | M 1255 | M 1256 | M 1257 | M 1258 | M 1259 | M 1260 | M 1261 | M 1262 | M 1263 | M 1264 | M 1265 | M 1266 | M 1267 | M 1268 | M 1269 | M 1270 | M 1271 | M 1272 | M 1273 | M 1274 | M 1275 | M 1276 | M 1277 | M 1278 | M 1279 | M 1280 | M 1281 | M 1282 | M 1283 | M 1284 | M 1285 | M 1286 | M 1287 | M 1288 | M 1289 | M 1290 | M 1291 | M 1292 | M 1293 | M 1294 | M 1295 | M 1296 | M 1297 | M 1298 | M 1299 | M 1300 | M 1301 | M 1302 | M 1303 | M 1304 | M 1305 | M 1306 | M 1307 | M 1308 | M 1309 | M 1310 | M 1311 | M 1312 | M 1313 | M 1314 | M 1315 | M 1316 | M 1317 | M 1318 | M 1319 | M 1320 | M 1321 | M 1322 | M 1323 | M 1324 | M 1325 | M 1326 | M 1327 | M 1328 | M 1329 | M 1330 | M 1331 | M 1332 | M 1333 | M 1334 | M 1335 | M 1336 | M 1337 | M 1338 | M 1339 | M 1340 | M 1341 | M 1342 | M 1343 | M 1344 | M 1345 | M 1346 | M 1 |
|---|----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----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AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES



| STATION NUMBER | K-00 | K-01 | K-02 | K-03 | TOTALS |
|--|------|--------|--------|-------|--------|
| 1 STATION NUMBER | 3440 | 11975 | 17884 | 24480 | |
| 2 STATION ELEVATION (FEET) | 4170 | 4400 | 2930 | 4230 | |
| 3 NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | | 1 |
| 4 SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | 30,000 |
| 5 TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | | | 30,000 |
| 6 TOTAL GAS COMPRESSOR HORSEPOWER (50) REQUIRED | | | | | 16,711 |
| 7 GAS VOLUME INTO STATION (MMCFD) | | 1877.1 | | | 3.8 |
| 8 STATION FUEL GAS (MMCFD) | | 1877.1 | | | |
| 9 GAS VOLUME OUT OF STATION (MMCFD) | | | 1877.1 | | |
| 10 GAS COMPRESSOR SUCTION PRESSURE (PSIA) | | 1365.8 | | | |
| 11 GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | 1499.4 | | | |
| 12 GAS COMPRESSION RATIO | | 1.24 | | | |
| 13 GAS COMPRESSOR SUCTION TEMPERATURE (°F) | | 35.4 | | | |
| 14 GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | 85.7 | | | |
| 15 STATION INLET GAS TEMPERATURE (°F) | | 85.6 | | | |
| 16 CHILLING/COOLING DUTY (TONS) REQUIRED | | 0 | | | |
| 17 NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | | 0 | | | |
| 18 SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | 0 | | | |
| 19 TOTAL PROpane COMPRESSOR HORSEPOWER (50) PROPOSED | | 0 | | | |
| 20 TOTAL PROpane COMPRESSOR HORSEPOWER (50) REQUIRED | | 0 | | | |
| 21 TOTAL PROpane COMPRESSOR HORSEPOWER (50) ACTUAL REQUIRED | | 0 | | | |

CAROLINE TO KINGSGATE

GAS DELIVERY LINES

CAROLINE TO MONCHY

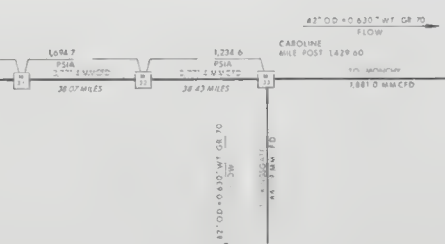
| STATION NUMBER | K-00 | K-01 | K-02 | K-03 | TOTALS |
|--|------|--------|--------|-------|--------|
| 1 STATION NUMBER | 3440 | 11975 | 17884 | 24480 | |
| 2 STATION ELEVATION (FEET) | 4170 | 4400 | 2930 | 4230 | |
| 3 NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | | 1 |
| 4 SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | 30,000 |
| 5 TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | | | 30,000 |
| 6 TOTAL GAS COMPRESSOR HORSEPOWER (50) REQUIRED | | | | | 16,711 |
| 7 GAS VOLUME INTO STATION (MMCFD) | | 1877.1 | | | 3.8 |
| 8 STATION FUEL GAS (MMCFD) | | 1877.1 | | | |
| 9 GAS VOLUME OUT OF STATION (MMCFD) | | | 1877.1 | | |
| 10 GAS COMPRESSOR SUCTION PRESSURE (PSIA) | | 1365.8 | | | |
| 11 GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | 1499.4 | | | |
| 12 GAS COMPRESSION RATIO | | 1.24 | | | |
| 13 GAS COMPRESSOR SUCTION TEMPERATURE (°F) | | 35.4 | | | |
| 14 GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | 85.7 | | | |
| 15 STATION INLET GAS TEMPERATURE (°F) | | 85.6 | | | |
| 16 CHILLING/COOLING DUTY (TONS) REQUIRED | | 0 | | | |
| 17 NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | | 0 | | | |
| 18 SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | 0 | | | |
| 19 TOTAL PROpane COMPRESSOR HORSEPOWER (50) PROPOSED | | 0 | | | |
| 20 TOTAL PROpane COMPRESSOR HORSEPOWER (50) REQUIRED | | 0 | | | |
| 21 TOTAL PROpane COMPRESSOR HORSEPOWER (50) ACTUAL REQUIRED | | 0 | | | |



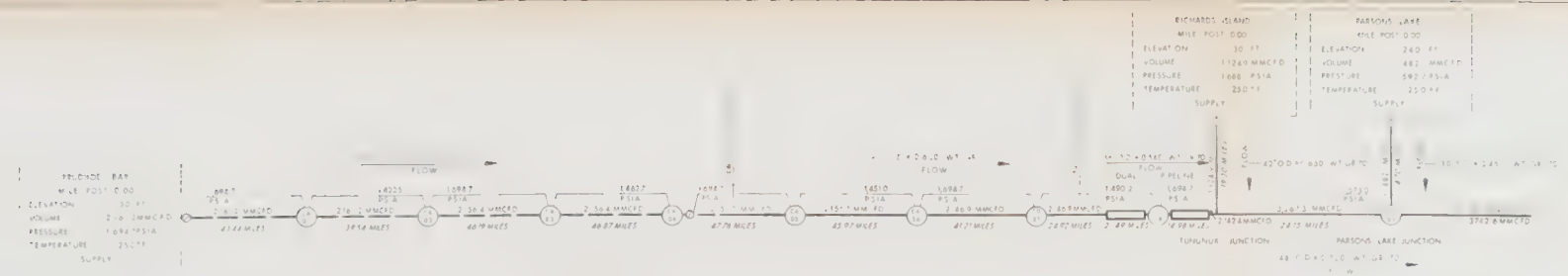
| STATION NUMBER | K-00 | K-01 | K-02 | K-03 | TOTALS |
|--|------|--------|--------|-------|--------|
| 1 STATION NUMBER | 3440 | 11975 | 17884 | 24480 | |
| 2 STATION ELEVATION (FEET) | 4170 | 4400 | 2930 | 4230 | |
| 3 NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | | 1 |
| 4 SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | 30,000 |
| 5 TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | | | 30,000 |
| 6 TOTAL GAS COMPRESSOR HORSEPOWER (50) REQUIRED | | | | | 16,711 |
| 7 GAS VOLUME INTO STATION (MMCFD) | | 1877.1 | | | 3.8 |
| 8 STATION FUEL GAS (MMCFD) | | 1877.1 | | | |
| 9 GAS VOLUME OUT OF STATION (MMCFD) | | | 1877.1 | | |
| 10 GAS COMPRESSOR SUCTION PRESSURE (PSIA) | | 1365.8 | | | |
| 11 GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | 1499.4 | | | |
| 12 GAS COMPRESSION RATIO | | 1.24 | | | |
| 13 GAS COMPRESSOR SUCTION TEMPERATURE (°F) | | 35.4 | | | |
| 14 GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | 85.7 | | | |
| 15 STATION INLET GAS TEMPERATURE (°F) | | 85.6 | | | |
| 16 CHILLING/COOLING DUTY (TONS) REQUIRED | | 0 | | | |
| 17 NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | | 0 | | | |
| 18 SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | 0 | | | |
| 19 TOTAL PROpane COMPRESSOR HORSEPOWER (50) PROPOSED | | 0 | | | |
| 20 TOTAL PROpane COMPRESSOR HORSEPOWER (50) REQUIRED | | 0 | | | |
| 21 TOTAL PROpane COMPRESSOR HORSEPOWER (50) ACTUAL REQUIRED | | 0 | | | |

PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE

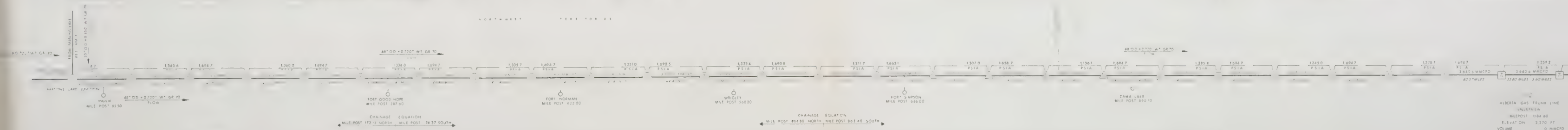
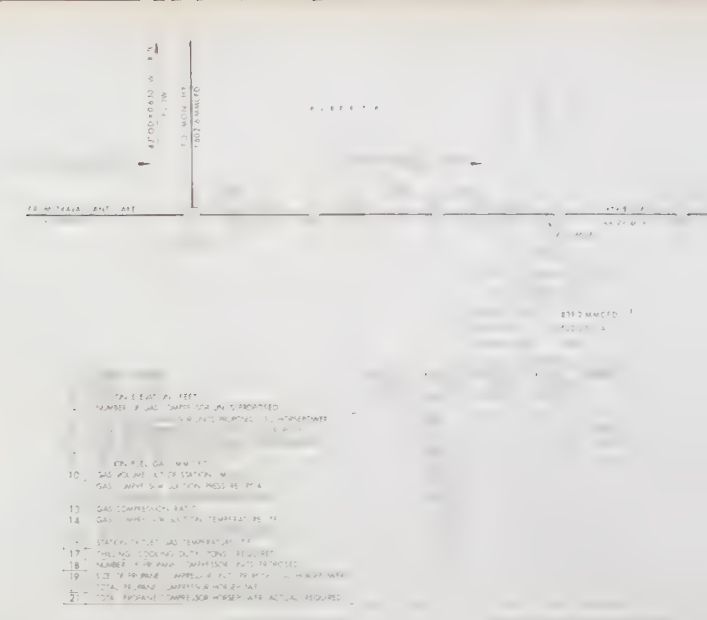


- LEGEND
- PIPELINE
 - STATION WITH CENTRIFUGAL GAS TURBINE GAS COMPRESSOR & CENTRIFUGAL GAS TURBINE PROpane COMPRESSOR FOR GAS LIFTING
 - STATION WITH CENTRIFUGAL GAS TURBINE GAS COMPRESSOR & GAS TO AIR HEAT EXCHANGER FOR GAS COOLING
 - △ STATION WITH CENTRIFUGAL GAS TURBINE
 - GAS MEASUREMENT STATION
 - PIPELINE PRESSURE
 - 4073 MMCFD GAS FLOWING VOLUME (1473 PSIA & 40°F)
 - SIDE VALVE FOR FUTURE DELIVERY



| STATION NUMBER | CA-01 | CA-02 | CA-03 | CA-04 | CA-05 | CA-06 | CD-07 | CD-08 | TOTALS |
|--|--------|--------|--------|--------|--------|--------|--------|--------|---------|
| 1. STATION ELEVATION, FEET | 83.44 | 82.88 | 129.17 | 176.04 | 222.80 | 269.77 | 310.98 | 357.39 | |
| 2. NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 |
| 3. TOTAL GAS APPROPRIATE HORSEPOWER, SO PROPOSED | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 240,000 |
| 4. STATION FUEL GAS, MMCFD | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 13.472 |
| 5. STATION FUEL GAS, PSIA | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 |
| 6. STATION FUEL GAS, TEMPERATURE, °F | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| 7. TOTAL FUEL GAS, MMCFD | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 13.472 |
| 8. TOTAL FUEL GAS, PSIA | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 | 1.684 |
| 9. TOTAL FUEL GAS, TEMPERATURE, °F | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |

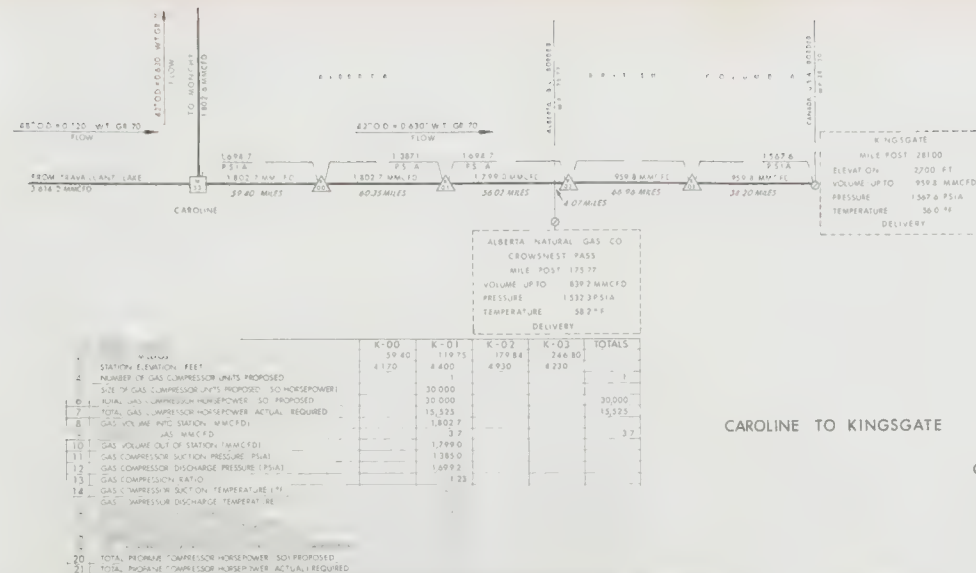
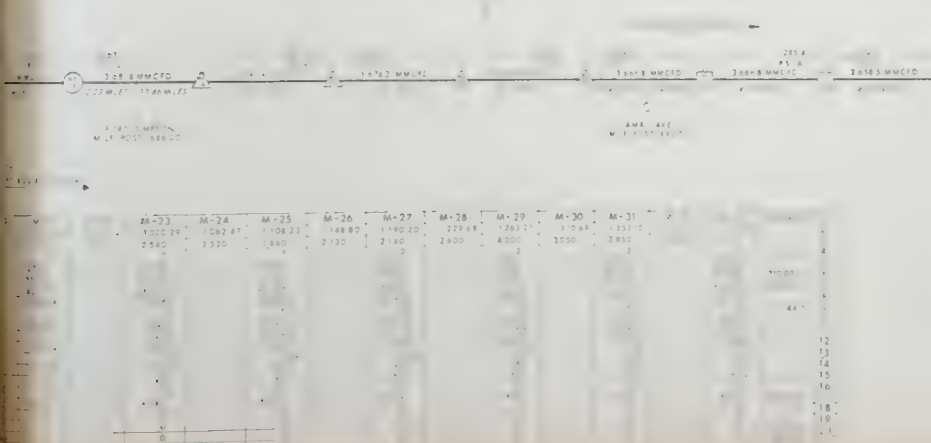
PRUDHOE BAY AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES



| | MU-01 | MU-02 | MU-03 | MU-04 | MU-05 | MU-06 | MU-07 | MU-08 | MU-09 | MU-10 | MU-11 | MU-12 | MU-13 | MU-14 | MU-15 | MU-16 | MU-17 | MU-18 | MU-19 | MU-20 | MU-21 | MU-22 | MU-23 | MU-24 | MU-25 | MU-26 | MU-27 | MU-28 | MU-29 | MU-30 | MU-31 | MU-32 | MU-33 | TOTALS |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| STATION ELEVATION, FEET | 134.3 | 90.83 | 128.94 | 177.0 | 219.83 | 262.88 | 310.00 | 358.89 | 400.23 | 448.37 | 489.83 | 534.23 | 581.3 | 621.80 | 673.97 | 719.68 | 755.29 | 808.85 | 856.84 | 901.6 | 941.84 | 982.14 | 1022.28 | 1063.47 | 1108.23 | 1148.80 | 1190.30 | 1229.88 | 1283.21 | 1310.89 | 1352.10 | 1381.17 | 1428.40 | 25 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 470 | 40 | 8000 | 440 | 530 | 690 | 700 | 310 | 520 | 830 | 700 | 810 | 520 | 1370 | 50 | 710 | 1210 | 1490 | 1 | 1800 | 1100 | 1470 | 1790 | 2340 | 2320 | 1680 | 2130 | 2140 | 2600 | 4700 | 3050 | 2400 | 2880 | 35 |
| TOTAL GAS APPROPRIATE HORSEPOWER, SO PROPOSED | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| STATION FUEL GAS, MMCFD | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 | 30.000 |
| STATION FUEL GAS, PSIA | 28.123 | 30.123 | 30.123 | 30.376 | 30.376 | 29.776 | 30.376 | 30.185 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 | 30.376 |
| STATION FUEL GAS, TEMPERATURE, °F | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 | 3784.8 |
| TOTAL FUEL GAS, MMCFD | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 |
| TOTAL FUEL GAS, PSIA | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 |
| TOTAL FUEL GAS, TEMPERATURE, °F | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 | 1.68 |

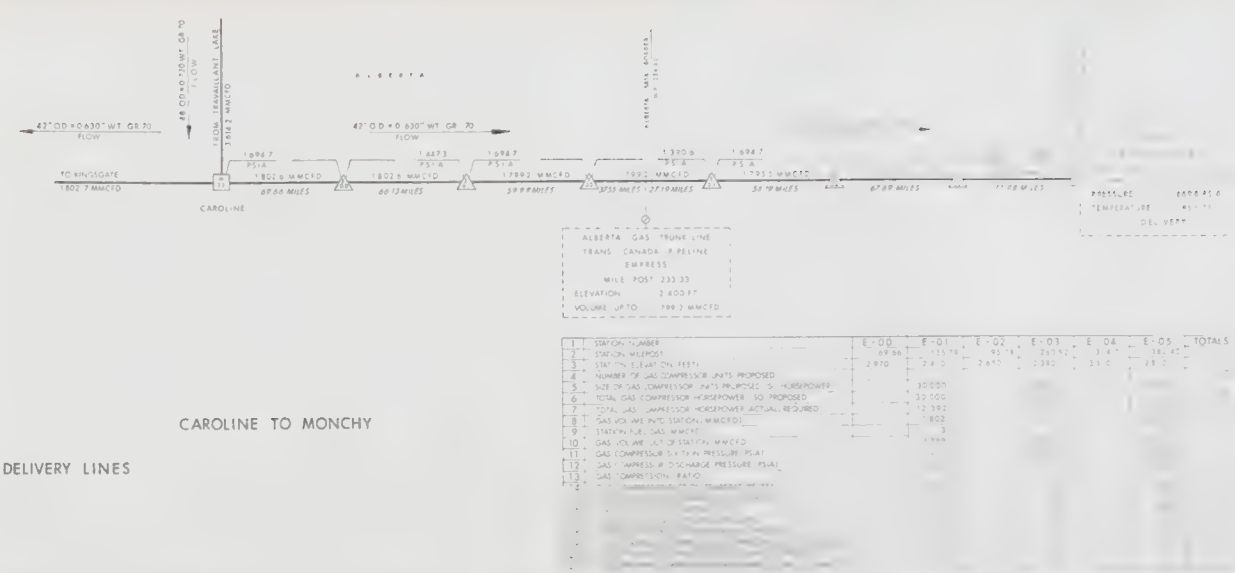
PARSONS LAKE JUNCTION TO CAROL
(EAST FORT SIMPSON ROUTE REALIGN)
MAINLINE

AND WACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES



CAROLINE TO KINGSGATE

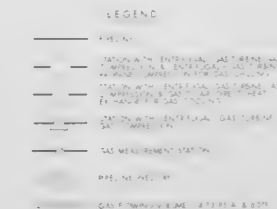
GAS DELIVERY LINES

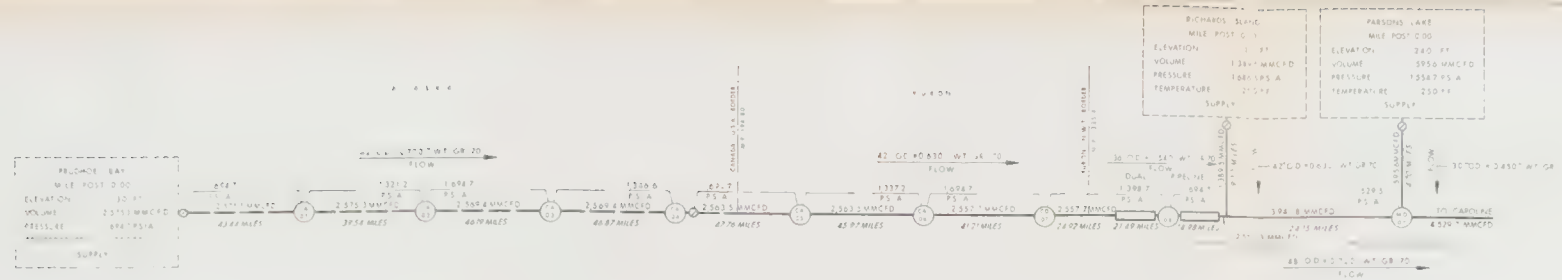


CAROLINE TO MONCHY

PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE





| STATION NUMBER | CA-01 | CA-02 | CA-03 | CA-04 | CA-05 | CA-06 | CD-07 | CD-08 | TOTALS | 1 |
|---|-------|-------|-------|-------|-------|-------|-------|-------|--------|----|
| STATION ELEVATION FEET | 8244 | 8298 | 12917 | 17604 | 22380 | 26977 | 31098 | 35739 | | 2 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 150 | 690 | 510 | 280 | 250 | 120 | 340 | 80 | | 3 |
| NAME AND STATION NUMBER | 10000 | 30000 | 30000 | 30000 | 30000 | 30000 | 30000 | 30000 | | 4 |
| NAME AND STATION NUMBER | 21092 | 10752 | 10752 | 20508 | 20508 | 10752 | 10752 | 10752 | | 5 |
| NAME AND STATION NUMBER | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | | 6 |
| NAME AND STATION NUMBER | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | | 7 |
| NAME AND STATION NUMBER | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | | 8 |
| NAME AND STATION NUMBER | 16980 | 16980 | 16980 | 16980 | 16980 | 16980 | 16980 | 16980 | | 9 |
| NAME AND STATION NUMBER | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | | 10 |
| NAME AND STATION NUMBER | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | | 11 |
| NAME AND STATION NUMBER | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | | 12 |
| NAME AND STATION NUMBER | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | | 13 |
| NAME AND STATION NUMBER | 5027 | 5027 | 5027 | 5027 | 5027 | 5027 | 5027 | 5027 | | 14 |
| NAME AND STATION NUMBER | 17000 | 17000 | 17000 | 17000 | 17000 | 17000 | 17000 | 17000 | | 15 |
| NAME AND STATION NUMBER | 17000 | 17000 | 17000 | 17000 | 17000 | 17000 | 17000 | 17000 | | 16 |
| NAME AND STATION NUMBER | 5430 | 5430 | 5430 | 5430 | 5430 | 5430 | 5430 | 5430 | | 17 |

PRUDHOE BAY AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION GAS SUPPLY LINES

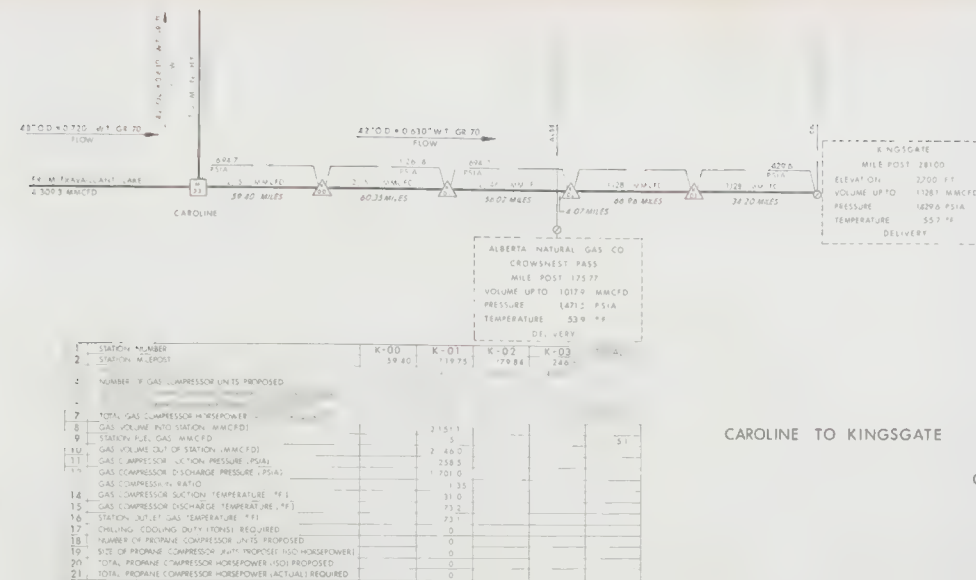
| | |
|----|---|
| 1 | STATION NUMBER |
| 2 | STATION ELEVATION FEET |
| 3 | NUMBER OF GAS COMPRESSOR UNITS PROPOSED |
| 4 | NAME AND STATION NUMBER |
| 5 | NAME AND STATION NUMBER |
| 6 | NAME AND STATION NUMBER |
| 7 | NAME AND STATION NUMBER |
| 8 | NAME AND STATION NUMBER |
| 9 | NAME AND STATION NUMBER |
| 10 | NAME AND STATION NUMBER |
| 11 | NAME AND STATION NUMBER |
| 12 | NAME AND STATION NUMBER |
| 13 | NAME AND STATION NUMBER |
| 14 | NAME AND STATION NUMBER |
| 15 | NAME AND STATION NUMBER |
| 16 | NAME AND STATION NUMBER |
| 17 | NAME AND STATION NUMBER |
| 18 | NAME AND STATION NUMBER |
| 19 | NAME AND STATION NUMBER |
| 20 | NAME AND STATION NUMBER |
| 21 | NAME AND STATION NUMBER |



| | M-04 | M-05 | M-06 | M-07 | M-08 | M-09 | M-10 | M-11 | M-12 | M-13 | M-14 | M-15 | M-16 | M-17 | M-18 | M-19 | M-20 | M-21 | M-22 | M-23 | M-24 | M-25 | M-26 | M-27 | M-28 | M-29 | M-30 | M-31 |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 17710 | 21942 | 26786 | 31000 | 35689 | 40023 | 44637 | 48983 | 53423 | 58314 | 63180 | 67997 | 72748 | 77528 | 82348 | 87188 | 92048 | 96928 | 101828 | 106748 | 111688 | 116648 | 121628 | 126628 | 131648 | 136688 | 141748 | 146828 |
| | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 | 21513 |
| | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 | 21684 |
| | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 | 21813 |
| 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 | 16,980 |
| | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 | 1297 |
| 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 | 359 |
| 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 | 250 |
| 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 | 5,027 |
| 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 |
| 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 |
| 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 | 5,430 |

PARSONS LAKE JUNCTION TO CAROL (EAST FORT SIMPSON ROUTE REALIGN) MAINLINE

MACKENZIE DELTA TO PARSONS LAKE JUNCTION GAS SUPPLY LINES

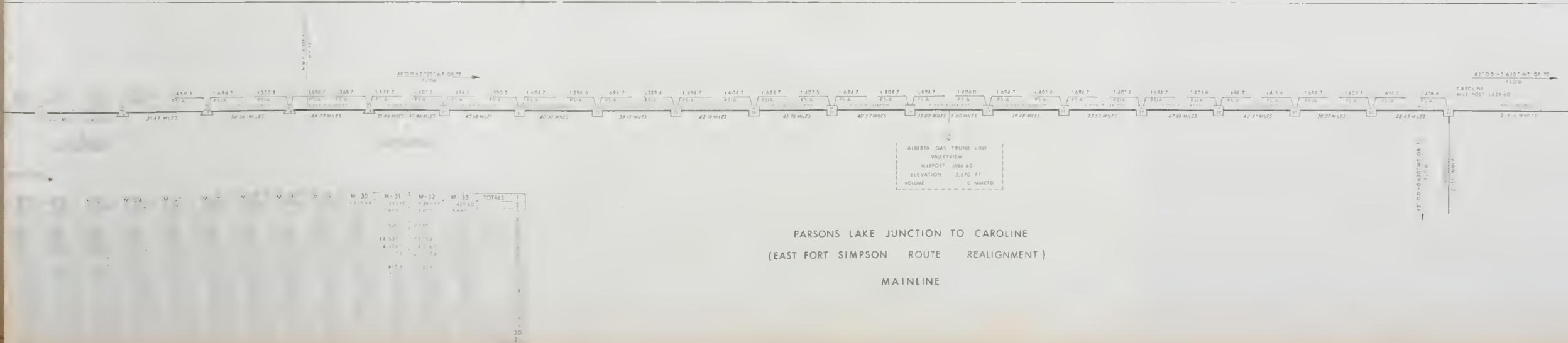


CAROLINE TO KINGSGATE

GAS DELIVERY LINES

CAROLINE TO MONCHY

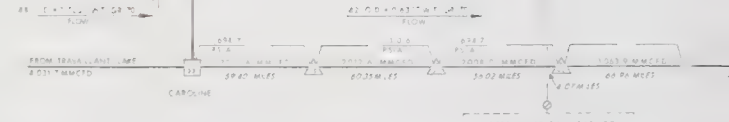
| STATION NUMBER | K-00 | K-01 | K-02 | K-03 |
|----------------|-------|--------|--------|--------|
| 1 | 39.40 | 119.75 | 179.84 | 240.00 |
| 2 | | | | |
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PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

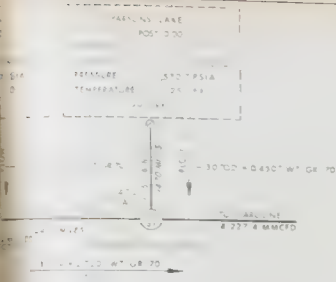
MAINLINE

- LEGEND
- PIPELINE
 - STATION WITH CENTRIFUGAL GAS TURBINE COMPRESSOR
 - STATION WITH CENTRIFUGAL GAS TURBINE COMPRESSOR
 - △ STATION WITH GAS COMPRESSOR
 - △ MEASUREMENT STATION
 - ✕ VALVE
 - PIPELINE PRESSURE
 - GAS FLOWING VOLUME
 - SIDE VALVE



PARSONS LAKE JUNCTION TO CAROL
(EAST FORT SIMPSON ROUTE REALIGN
MAINLINE

MAINLINE



AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES



| STATION NUMBER | K-00 | K-01 | K-02 | K-03 | TOTALS |
|--|---------|---------|---------|---------|---------|
| 1. STATION NUMBER | 59.40 | 119.75 | 179.84 | 240.80 | |
| 2. STATION ELEVATION, FEET | 4170 | 4400 | 4930 | 4230 | |
| 3. NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 4 |
| 4. SIZE OF GAS COMPRESSOR UNITS PROPOSED, NO HORSEPOWER | 30,000 | 30,000 | 30,000 | 30,000 | 120,000 |
| 5. TOTAL GAS COMPRESSOR HORSEPOWER, ACTUAL REQUIRED | 30,000 | 30,000 | 30,000 | 30,000 | 120,000 |
| 6. GAS VOLUME AT STATION, MMCFD | 22,351 | 22,351 | 22,351 | 22,351 | 89,404 |
| 7. STATION FLOW, GAS, MMCFD | 4.0 | 4.0 | 4.0 | 4.0 | 16.0 |
| 8. GAS VOLUME OUT OF STATION, MMCFD | 2,008.0 | 2,008.0 | 2,008.0 | 2,008.0 | 8,032.0 |
| 9. GAS COMPRESSOR INLET PRESSURE, PSIA | 1,304 | 1,304 | 1,304 | 1,304 | 1,304 |
| 10. GAS COMPRESSOR DISCHARGE PRESSURE, PSIA | 1,700.4 | 1,700.4 | 1,700.4 | 1,700.4 | 1,700.4 |
| 11. GAS COMPRESSOR RATIO | 1.30 | 1.30 | 1.30 | 1.30 | 1.30 |
| 12. GAS COMPRESSOR INLET TEMPERATURE, °F | 80.3 | 80.3 | 80.3 | 80.3 | 80.3 |
| 13. GAS COMPRESSOR DISCHARGE TEMPERATURE, °F | 77.4 | 77.4 | 77.4 | 77.4 | 77.4 |
| 14. (TODS) REQUIRED | 0 | 0 | 0 | 0 | 0 |
| 15. NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | 0 | 0 | 0 | 0 | 0 |
| 16. SIZE OF PROpane COMPRESSOR UNITS PROPOSED, NO HORSEPOWER | 0 | 0 | 0 | 0 | 0 |
| 17. TOTAL PROpane COMPRESSOR HORSEPOWER, ACTUAL REQUIRED | 0 | 0 | 0 | 0 | 0 |

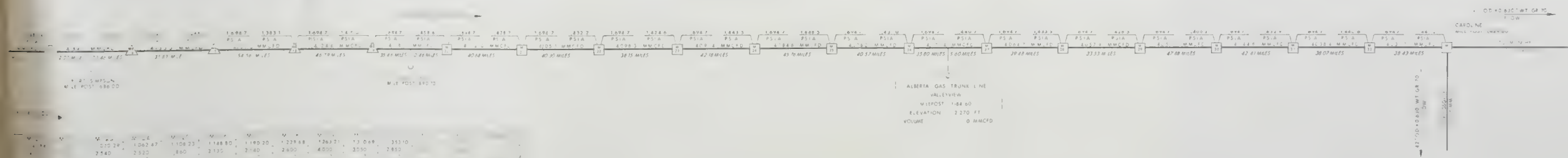
CAROLINE TO KINGSGATE

GAS DELIVERY LINES



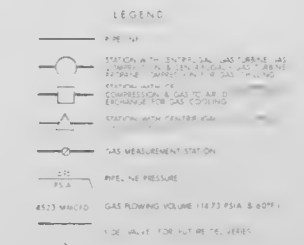
CAROLINE TO MONCHY

| STATION NUMBER | E-00 | E-01 | E-02 | E-03 | E-04 | E-05 | TOTALS |
|--|---------|---------|---------|---------|---------|---------|----------|
| 1. STATION NUMBER | 297.0 | 331.7 | 375.1 | 425.7 | 474.4 | 521.1 | |
| 2. STATION ELEVATION, FEET | 2970 | 2970 | 2970 | 2970 | 2970 | 2970 | |
| 3. NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 1 | 1 | 6 |
| 4. SIZE OF GAS COMPRESSOR UNITS PROPOSED, NO HORSEPOWER | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 180,000 |
| 5. TOTAL GAS COMPRESSOR HORSEPOWER, ACTUAL REQUIRED | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 180,000 |
| 6. GAS VOLUME AT STATION, MMCFD | 22,351 | 22,351 | 22,351 | 22,351 | 22,351 | 22,351 | 134,706 |
| 7. STATION FLOW, GAS, MMCFD | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 24.0 |
| 8. GAS VOLUME OUT OF STATION, MMCFD | 2,008.0 | 2,008.0 | 2,008.0 | 2,008.0 | 2,008.0 | 2,008.0 | 12,048.0 |
| 9. GAS COMPRESSOR INLET PRESSURE, PSIA | 1,304 | 1,304 | 1,304 | 1,304 | 1,304 | 1,304 | 1,304 |
| 10. GAS COMPRESSOR DISCHARGE PRESSURE, PSIA | 1,700.4 | 1,700.4 | 1,700.4 | 1,700.4 | 1,700.4 | 1,700.4 | 1,700.4 |
| 11. GAS COMPRESSOR RATIO | 1.30 | 1.30 | 1.30 | 1.30 | 1.30 | 1.30 | 1.30 |
| 12. GAS COMPRESSOR INLET TEMPERATURE, °F | 80.3 | 80.3 | 80.3 | 80.3 | 80.3 | 80.3 | 80.3 |
| 13. GAS COMPRESSOR DISCHARGE TEMPERATURE, °F | 77.4 | 77.4 | 77.4 | 77.4 | 77.4 | 77.4 | 77.4 |
| 14. (TODS) REQUIRED | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15. NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16. SIZE OF PROpane COMPRESSOR UNITS PROPOSED, NO HORSEPOWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17. TOTAL PROpane COMPRESSOR HORSEPOWER, ACTUAL REQUIRED | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE



PRUDHOE BAY
MILE POST 0
ELEVATION 2585.1
PRESSURE 1694.7
TEMPERATURE 25.0 °F

CHARLES ISLAND
MILE POST 500
ELEVATION 10.41
VOLUME 1780.0 MMCFD
PRESSURE 1694.7 PSIA
TEMPERATURE 25.0 °F
SUPPLY

PARSONS LAKE
MILE POST 500
ELEVATION 240.0
VOLUME 782.9 MMCFD
PRESSURE 1536.7 PSIA
TEMPERATURE 25.0 °F
SUPPLY

| STATION NUMBER | CA-01 | CA-02 | CA-03 | CA-04 | CA-05 | CA-06 | CD-07 | CD-08 | TOTALS |
|--|---------|---------|---------|---------|---------|---------|---------|---------|----------|
| STATION ELEVATION (FEET) | 43.44 | 82.88 | 129.17 | 174.04 | 223.40 | 269.77 | 310.98 | 357.39 | |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (150 HORSEPOWER) | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 240,000 |
| ACTUAL GAS COMPRESSOR HORSEPOWER (150 HORSEPOWER) | 30,844 | 30,844 | 30,844 | 30,844 | 30,844 | 30,844 | 30,844 | 30,844 | 246,752 |
| GAS VOLUME INTO STATION (MMCFD) | 2,563.8 | 2,563.8 | 2,563.8 | 2,563.8 | 2,563.8 | 2,563.8 | 2,563.8 | 2,563.8 | 20,510.4 |
| STATION FUEL GAS (MMCFD) | 2,559.9 | 2,559.9 | 2,559.9 | 2,559.9 | 2,559.9 | 2,559.9 | 2,559.9 | 2,559.9 | 20,472.0 |
| GAS VOLUME OUT OF STATION (MMCFD) | | | | | | | | | 20,472.0 |

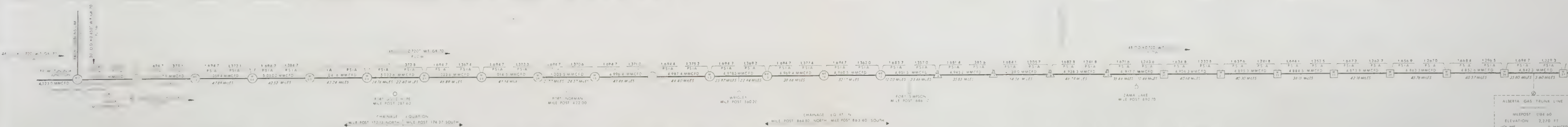
DAY LAMP: W. L. H. 10.0
STATION OUTLET GAS TEMPERATURE °F
CHILLING COOLING DUTY TONS REQUIRED
NUMBER OF PROPOSED COMPRESSOR UNITS PROPOSED
COMPRESSOR HORSEPOWER (150 HORSEPOWER)

PRUDHOE BAY AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES

PRUDHOE BAY
MILE POST 0
ELEVATION 2585.1
PRESSURE 1694.7
TEMPERATURE 25.0 °F

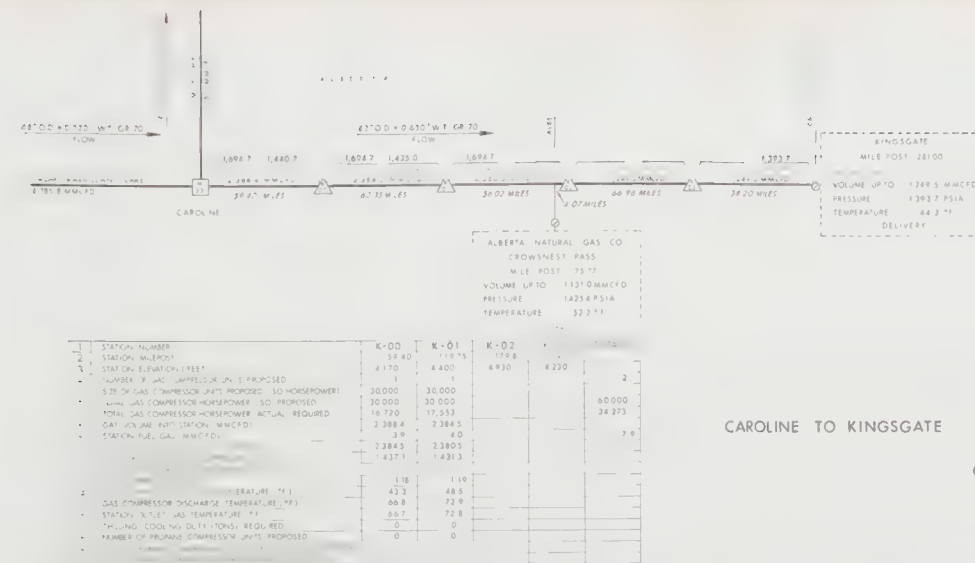
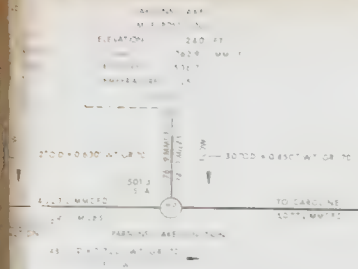
ALBERTA NATURAL GAS CO.
PROPOSED PASS
W. L. H. 10.0
VOLUME INTO 1331.0 MMCFD
PRESSURE 1425.8 PSIA
TEMPERATURE 52.2 °F

STATION NUMBER
STATION ELEVATION (FEET)
NUMBER OF GAS COMPRESSOR UNITS PROPOSED
SIZE OF GAS COMPRESSOR UNITS PROPOSED (150 HORSEPOWER)
ACTUAL GAS COMPRESSOR HORSEPOWER (150 HORSEPOWER)
GAS VOLUME INTO STATION (MMCFD)
STATION FUEL GAS (MMCFD)
GAS VOLUME OUT OF STATION (MMCFD)
DAY LAMP: W. L. H. 10.0
STATION OUTLET GAS TEMPERATURE °F
CHILLING COOLING DUTY TONS REQUIRED
NUMBER OF PROPOSED COMPRESSOR UNITS PROPOSED
COMPRESSOR HORSEPOWER (150 HORSEPOWER)

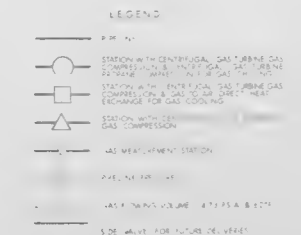
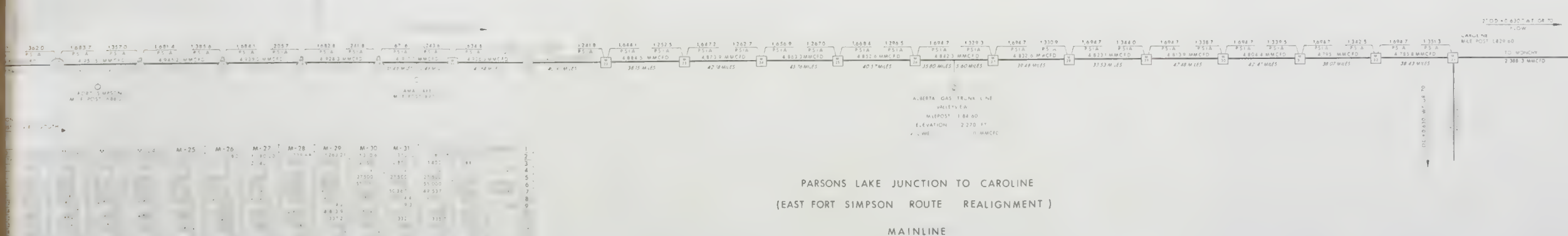
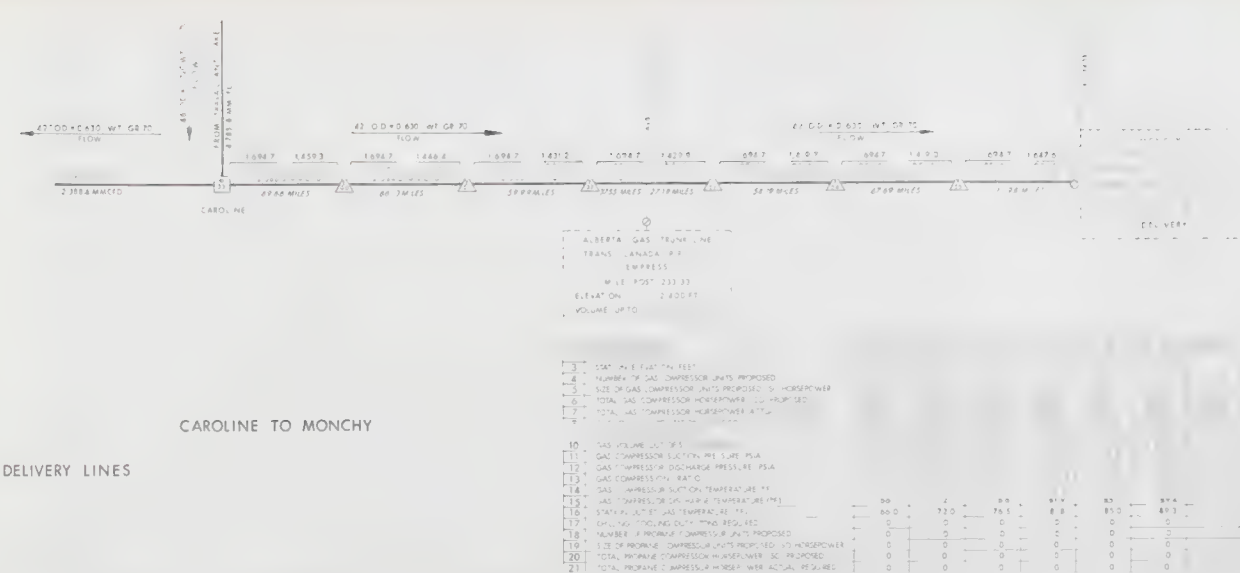


| | M | MD-02 | MD-03 | M-4 | M-5 | M-6 | M-7 | M-8 | M-9 | M-10 | M-11 | M-12 | M-13 | M-14 | M-15 | M-16 | M-17 | M-18 | M-19 | M-20 | M-21 | M-22 | M-23 | M-24 | M-25 | M-26 | M-27 | M-28 | M-29 | M-30 | M-31 | M-32 | M-33 | M-34 | M-35 | M-36 | M-37 | M-38 | M-39 | M-40 | M-41 | M-42 | M-43 | M-44 | M-45 | M-46 | M-47 | M-48 | M-49 | M-50 | M-51 | M-52 | M-53 | M-54 | M-55 | M-56 | M-57 | M-58 | M-59 | M-60 | M-61 | M-62 | M-63 | M-64 | M-65 | M-66 | M-67 | M-68 | M-69 | M-70 | M-71 | M-72 | M-73 | M-74 | M-75 | M-76 | M-77 | M-78 | M-79 | M-80 | M-81 | M-82 | M-83 | M-84 | M-85 | M-86 | M-87 | M-88 | M-89 | M-90 | M-91 | M-92 | M-93 | M-94 | M-95 | M-96 | M-97 | M-98 | M-99 | M-100 | M-101 | M-102 | M-103 | M-104 | M-105 | M-106 | M-107 | M-108 | M-109 | M-110 | M-111 | M-112 | M-113 | M-114 | M-115 | M-116 | M-117 | M-118 | M-119 | M-120 | M-121 | M-122 | M-123 | M-124 | M-125 | M-126 | M-127 | M-128 | M-129 | M-130 | M-131 | M-132 | M-133 | M-134 | M-135 | M-136 | M-137 | M-138 | M-139 | M-140 | M-141 | M-142 | M-143 | M-144 | M-145 | M-146 | M-147 | M-148 | M-149 | M-150 | M-151 | M-152 | M-153 | M-154 | M-155 | M-156 | M-157 | M-158 | M-159 | M-160 | M-161 | M-162 | M-163 | M-164 | M-165 | M-166 | M-167 | M-168 | M-169 | M-170 | M-171 | M-172 | M-173 | M-174 | M-175 | M-176 | M-177 | M-178 | M-179 | M-180 | M-181 | M-182 | M-183 | M-184 | M-185 | M-186 | M-187 | M-188 | M-189 | M-190 | M-191 | M-192 | M-193 | M-194 | M-195 | M-196 | M-197 | M-198 | M-199 | M-200 | M-201 | M-202 | M-203 | M-204 | M-205 | M-206 | M-207 | M-208 | M-209 | M-210 | M-211 | M-212 | M-213 | M-214 | M-215 | M-216 | M-217 | M-218 | M-219 | M-220 | M-221 | M-222 | M-223 | M-224 | M-225 | M-226 | M-227 | M-228 | M-229 | M-230 | M-231 | M-232 | M-233 | M-234 | M-235 | M-236 | M-237 | M-238 | M-239 | M-240 | M-241 | M-242 | M-243 | M-244 | M-245 | M-246 | M-247 | M-248 | M-249 | M-250 | M-251 | M-252 | M-253 | M-254 | M-255 | M-256 | M-257 | M-258 | M-259 | M-260 | M-261 | M-262 | M-263 | M-264 | M-265 | M-266 | M-267 | M-268 | M-269 | M-270 | M-271 | M-272 | M-273 | M-274 | M-275 | M-276 | M-277 | M-278 | M-279 | M-280 | M-281 | M-282 | M-283 | M-284 | M-285 | M-286 | M-287 | M-288 | M-289 | M-290 | M-291 | M-292 | M-293 | M-294 | M-295 | M-296 | M-297 | M-298 | M-299 | M-300 | M-301 | M-302 | M-303 | M-304 | M-305 | M-306 | M-307 | M-308 | M-309 | M-310 | M-311 | M-312 | M-313 | M-314 | M-315 | M-316 | M-317 | M-318 | M-319 | M-320 | M-321 | M-322 | M-323 | M-324 | M-325 | M-326 | M-327 | M-328 | M-329 | M-330 | M-331 | M-332 | M-333 | M-334 | M-335 | M-336 | M-337 | M-338 | M-339 | M-340 | M-341 | M-342 | M-343 | M-344 | M-345 | M-346 | M-347 | M-348 | M-349 | M-350 | M-351 | M-352 | M-353 | M-354 | M-355 | M-356 | M-357 | M-358 | M-359 | M-360 | M-361 | M-362 | M-363 | M-364 | M-365 | M-366 | M-367 | M-368 | M-369 | M-370 | M-371 | M-372 | M-373 | M-374 | M-375 | M-376 | M-377 | M-378 | M-379 | M-380 | M-381 | M-382 | M-383 | M-384 | M-385 | M-386 | M-387 | M-388 | M-389 | M-390 | M-391 | M-392 | M-393 | M-394 | M-395 | M-396 | M-397 | M-398 | M-399 | M-400 | M-401 | M-402 | M-403 | M-404 | M-405 | M-406 | M-407 | M-408 | M-409 | M-410 | M-411 | M-412 | M-413 | M-414 | M-415 | M-416 | M-417 | M-418 | M-419 | M-420 | M-421 | M-422 | M-423 | M-424 | M-425 | M-426 | M-427 | M-428 | M-429 | M-430 | M-431 | M-432 | M-433 | M-434 | M-435 | M-436 | M-437 | M-438 | M-439 | M-440 | M-441 | M-442 | M-443 | M-444 | M-445 | M-446 | M-447 | M-448 | M-449 | M-450 | M-451 | M-452 | M-453 | M-454 | M-455 | M-456 | M-457 | M-458 | M-459 | M-460 | M-461 | M-462 | M-463 | M-464 | M-465 | M-466 | M-467 | M-468 | M-469 | M-470 | M-471 | M-472 | M-473 | M-474 | M-475 | M-476 | M-477 | M-478 | M-479 | M-480 | M-481 | M-482 | M-483 | M-484 | M-485 | M-486 | M-487 | M-488 | M-489 | M-490 | M-491 | M-492 | M-493 | M-494 | M-495 | M-496 | M-497 | M-498 | M-499 | M-500 | M-501 | M-502 | M-503 | M-504 | M-505 | M-506 | M-507 | M-508 | M-509 | M-510 | M-511 | M-512 | M-513 | M-514 | M-515 | M-516 | M-517 | M-518 | M-519 | M-520 | M-521 | M-522 | M-523 | M-524 | M-525 | M-526 | M-527 | M-528 | M-529 | M-530 | M-531 | M-532 | M-533 | M-534 | M-535 | M-536 | M-537 | M-538 | M-539 | M-540 | M-541 | M-542 | M-543 | M-544 | M-545 | M-546 | M-547 | M-548 | M-549 | M-550 | M-551 | M-552 | M-553 | M-554 | M-555 | M-556 | M-557 | M-558 | M-559 | M-560 | M-561 | M-562 | M-563 | M-564 | M-565 | M-566 | M-567 | M-568 | M-569 | M-570 | M-571 | M-572 | M-573 | M-574 | M-575 | M-576 | M-577 | M-578 | M-579 | M-580 | M-581 | M-582 | M-583 | M-584 | M-585 | M-586 | M-587 | M-588 | M-589 | M-590 | M-591 | M-592 | M-593 | M-594 | M-595 | M-596 | M-597 | M-598 | M-599 | M-600 | M-601 | M-602 | M-603 | M-604 | M-605 | M-606 | M-607 | M-608 | M-609 | M-610 | M-611 | M-612 | M-613 | M-614 | M-615 | M-616 | M-617 | M-618 | M-619 | M-620 | M-621 | M-622 | M-623 | M-624 | M-625 | M-626 | M-627 | M-628 | M-629 | M-630 | M-631 | M-632 | M-633 | M-634 | M-635 | M-636 | M-637 | M-638 | M-639 | M-640 | M-641 | M-642 | M-643 | M-644 | M-645 | M-646 | M-647 | M-648 | M-649 | M-650 | M-651 | M-652 | M-653 | M-654 | M-655 | M-656 | M-657 | M-658 | M-659 | M-660 | M-661 | M-662 | M-663 | M-664 | M-665 | M-666 | M-667 | M-668 | M-669 | M-670 | M-671 | M-672 | M-673 | M-674 | M-675 | M-676 | M-677 | M-678 | M-679 | M-680 | M-681 | M-682 | M-683 | M-684 | M-685 | M-686 | M-687 | M-688 | M-689 | M-690 | M-691 | M-692 | M-693 | M-694 | M-695 | M-696 | M-697 | M-698 | M-699 | M-700 | M-701 | M-702 | M-703 | M-704 | M-705 | M-706 | M-707 | M-708 | M-709 | M-710 | M-711 | M-712 | M-713 | M-714 | M-715 | M-716 | M-717 | M-718 | M-719 | M-720 | M-721 | M-722 | M-723 | M-724 | M-725 | M-726 | M-727 | M-728 | M-729 | M-730 | M-731 | M-732 | M-733 | M-734 | M-735 | M-736 | M-737 | M-738 | M-739 | M-740 | M-741 | M-742 | M-743 | M-744 | M-745 | M-746 | M-747 | M-748 | M-749 | M-750 | M-751 | M-752 | M-753 | M-754 | M-755 | M-756 | M-757 | M-758 | M-759 | M-760 | M-761 | M-762 | M-763 | M-764 | M-765 | M-766 | M-767 | M-768 | M-769 | M-770 | M-771 | M-772 | M-773 | M-774 | M-775 | M-776 | M-777 | M-778 | M-779 | M-780 | M-781 | M-782 | M-783 | M-784 | M-785 | M-786 | M-787 | M-788 | M-789 | M-790 | M-791 | M-792 | M-793 | M-794 | M-795 | M-796 | M-797 | M-798 | M-799 | M-800 | M-801 | M-802 | M-803 | M-804 | M-805 | M-806 | M-807 | M-808 | M-809 | M-810 | M-811 | M-812 | M-813 | M-814 | M-815 | M-816 | M-817 | M-818 | M-819 | M-820 | M-821 | M-822 | M-823 | M-824 | M-825 | M-826 | M-827 | M-828 | M-829 | M-830 | M-831 | M-832 | M-833 | M-834 | M-835 | M-836 | M-837 | M-838 | M-839 | M-840 | M-841 | M-842 | M-843 | M-844 | M-845 | M-846 | M-847 | M-848 | M-849 | M-850 | M-851 | M-852 | M-853 | M-854 | M-855 | M-856 | M-857 | M-858 | M-859 | M-860 | M-861 | M-862 | M-863 | M-864 | M-865 | M-866 | M-867 | M-868 | M-869 | M-870 | M-871 | M-872 | M-873 | M-874 | M-875 | M-876 | M-877 | M-878 | M-879 | M-880 | M-881 | M-882 | M-883 | M-884 | M-885 | M-886 | M-887 | M-888 | M-889 | M-890 | M-891 | M-892 | M-893 | M-894 | M-895 | M-896 | M-897 | M-898 | M-899 | M-900 | M-901 | M-902 | M-903 | M-904 | M-905 | M-906 | M-907 | M-908 | M-909 | M-910 | M-911 | M-912 | M-913 | M-914 | M-915 | M-916 | M-917 | M-918 | M-919 | M-920 | M-921 | M-922 | M-923 | M-924 | M-925 | M-926 | M-927 | M-928 | M-929 | M-930 | M-931 | M-932 | M-933 | M-934 | M-935 | M-936 | M-937 | M-938 | M-939 | M-940 | M-941 | M-942 | M-943 | M-944 | M-945 | M-946 | M-947 | M-948 | M-949 | M-950 | M-951 | M-952 | M-953 | M-954 | M-955 | M-956 | M-957 | M-958 | M-959 | M-960 | M-961 | M-962 | M-963 | M-964 | M-965 | M-966 | M-967 | M-968 | M-969 | M-970 | M-971 | M-972 | M-973 | M-974 | M-975 | M-976 | M-977 | M-978 | M-979 | M-980 | M-981 | M-982 | M-983 | M-984 | M-985 | M-986 | M-987 | M-988 | M-989 | M-990 | M-991 | M-992 | M-993 | M-994 | M-995 | M-996 | M-997 | M-998 | M-999 | M-1000 | M-1001 | M-1002 | M-1003 | M-1004 | M-1005 | M-1006 | M-1007 | M-1008 | M-1009 | M-1010 | M-1011 | M-1012 | M-1013 | M-1014 | M-1015 | M-1016 | M-1017 | M-1018 | M-1019 | M-1020 | M-1021 | M-1022 | M-1023 | M-1024 | M-1025 | M-1026 | M-1027 | M-1028 | M-1029 | M-1030 | M-1031 | M-1032 | M-1033 | M-1034 | M-1035 | M-1036 | M-1037 | M-1038 | M-1039 | M-1040 | M-1041 | M-1042 | M-1043 | M-1044 | M-1045 | M-1046 | M-1047 | M-1048 | M-1049 | M-1050 | M-1051 | M-1052 | M-1053 | M-1054 | M-1055 | M-1056 | M-1057 | M-1058 | M-1059 | M-1060 | M-1061 | M-1062 | M-1063 | M-1064 | M-1065 | M-1066 | M-1067 | M-1068 | M-1069 | M-1070 | M-1071 | M-1072 | M-1073 | M-1074 | M-1075 | M-1076 | M-1077 | M-1078 | M-1079 | M-1080 | M-1081 | M-1082 | M-1083 | M-1084 | M-1085 | M-1086 | M-1087 | M-1088 | M-1089 | M-1090 | M-1091 | M-1092 | M-1093 | M-1094 | M-1095 | M-1096 | M-1097 | M-1098 | M-1099 | M-1100 | M-1101 | M-1102 | M-1103 | M-1104 | M-1105 | M-1106 | M-1107 | M-1108 | M-1109 | M-1110 | M-1111 | M-1112 | M-1113 | M-1114 | M-1115 | M-1116 | M-1117 | M-1118 | M-1119 | M-1120 | M-1121 | M-1122 | M-1123 | M-1124 | M-1125 | M-1126 | M-1127 | M-1128 | M-1129 | M-1130 | M-1131 | M-1132 | M-1133 | M-1134 | M-1135 | M-1136 | M-1137 | M-1138 | M-1139 | M-1140 | M-1141 | M-1142 | M-1143 | M-1144 | M-1145 | M-1146 | M-1147 | M-1148 | M-1149 | M-1150 | M-1151 | M-1152 | M-1153 | M-1154 | M-1155 | M-1156 | M-1157 | M-1158 | M-1159 | M-1160 | M-1161 | M-1162 | M-1163 | M-1164 | M-1165 | M-1166 | M-1167 | M-1168 | M-1169 | M-1170 | M-1171 | M-1172 | M-1173 | M-1174 | M-1175 | M-1176 | M-1177 | M-1178 | M-1179 | M-1180 | M-1181 | M-1182 | M-1183 | M-1184 | M-1185 | M-1186 | M-1187 | M-1188 | M-1189 | M-1190 | M-1191 | M-1192 | M-1193 | M-1194 | M-1195 | M-1196 | M-1197 | M-1198 | M-1199 | M-1200 | M-1201 | M-1202 | M-1203 | M-1204 | M-1205 | M-1206 | M-1207 | M-1208 | M-1209 | M-1210 | M-1211 | M-1212 | M-1213 | M-1214 | M-1215 | M-1216 | M-1217 | M-1218 | M-1219 | M-1220 | M-1221 | M-1222 | M-1223 | M-1224 | M-1225 | M-1226 | M-1227 | M-1228 | M-1229 | M-1230 | M-1231 | M-1232 | M-1233 | M-1234 | M-1235 | M-1236 | M-1237 | M-1238 | M-1239 | M-1240 | M-1241 | M-1242 | M-1243 | M-1244 | M-1245 | M-1246 | M-1247 | M-1248 | M-1249 | M-1250 | M-1251 | M-1252 | M-1253 | M-1254 | M-1255 | M-1256 | M-1257 | M-1258 | M-1259 | M-1260 | M-1261 | M-1262 | M-1263 | M-1264 | M-1265 | M-1266 | M-1267 | M-1268 | M-1269 | M-1270 | M-1271 | M-1272 | M-1273 | M-1274 | M-1275 | M-1276 | M-1277 | M-1278 | M-1279 | M-1280 | M-1281 | M-1282 | M-1283 | M-1284 | M-1285 | M-1286 | M-1287 | M-1288 | M-1289 | M-1290 | M-1291 | M-1292 | M-1293 | M-1294 | M-1295 | M-1296 | M-1297 | M-1298 | M-1299 | M-1300 | M-1301 | M-1302 | M-1303 | M-1304 | M-1305 | M-1306 | M-1307 | M-1308 | M-1309 | M-1310 | M-1311 | M-1312 | M-1313 | M-1314 | M-1315 | M-1316 | M-1317 | M-1318 | M-1319 | M-1320 | M-1321 | M-1322 | M-1323 | M-1324 | M-1325 | M-1326 | M-1327 | M-1328 | M-1329 | M-1330 | M-1331 | M-1332 | M-1333 | M-1334 | M-1335 | M-1336 | M-1337 | M-1338 | M-1339 | M-1340 | M-1341 | M-1342 | M-1343 | M-1344 | M-1345 | M-1346 | M-1347 | M-1348 |
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AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION GAS SUPPLY LINES



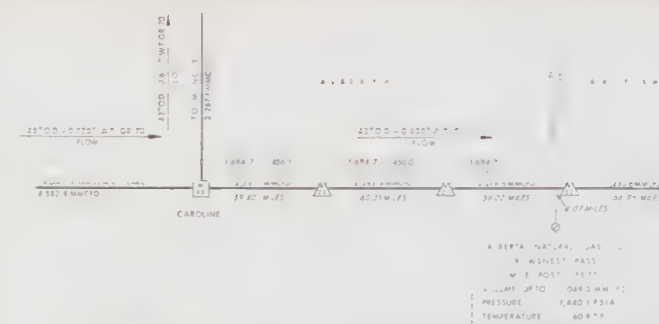
CAROLINE TO MONCHY GAS DELIVERY LINES



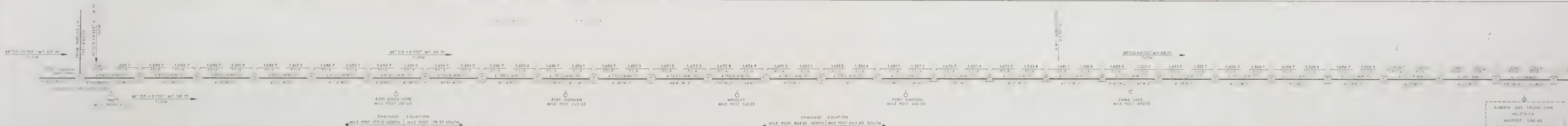


| STATION NUMBER | CA-01 | CA-02 | CA-03 | CA-04 | CA-05 | CA-06 | CA-07 | CA-08 | TOTALS | + |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| STATION NUMBER | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 |
| STATION ELEVATION (FEET) | 150 | 690 | 510 | 290 | 250 | 120 | 340 | 40 | 4 | 3 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (50 HORSEPOWER) | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED | 18,408 | 16,940 | 17,468 | 14,063 | 66,879 | 7 | | | | |
| GAS VOLUME INTO STATION (MMCFD) | 2,480 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 |
| STATION FUEL GAS (MMCFD) | 5.7 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |
| GAS VOLUME OUT OF STATION (MMCFD) | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 |
| GAS COMPRESSOR SUCTION PRESSURE (PSIA) | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 |
| GAS COMPRESSOR RATIO | 1.26 | 1.23 | 1.23 | 1.24 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| GAS COMPRESSOR SUCTION TEMPERATURE (°F) | 8.4 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | 37.0 | 38.7 | 38.7 | 38.7 | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 |
| STATION OUTLET GAS TEMPERATURE (°F) | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| CHLORINE COOLING DUTY TONS REQUIRED | 4,687 | 5,329 | 5,329 | 5,329 | 4,715 | 20,055 | 17 | | | |
| NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 |
| SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 |
| TOTAL PROpane COMPRESSOR HORSEPOWER (50 HORSEPOWER) | 5,662 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 |
| TOTAL PROpane COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED | | | | | | | | | | |

PRUDHOE BAY AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION GAS SUPPLY LINES



| STATION NUMBER | CA-01 | CA-02 | CA-03 | CA-04 | CA-05 | CA-06 | CA-07 | CA-08 | TOTALS | + |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| STATION NUMBER | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 |
| STATION ELEVATION (FEET) | 150 | 690 | 510 | 290 | 250 | 120 | 340 | 40 | 4 | 3 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (50 HORSEPOWER) | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED | 18,408 | 16,940 | 17,468 | 14,063 | 66,879 | 7 | | | | |
| GAS VOLUME INTO STATION (MMCFD) | 2,480 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 |
| STATION FUEL GAS (MMCFD) | 5.7 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |
| GAS VOLUME OUT OF STATION (MMCFD) | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 |
| GAS COMPRESSOR SUCTION PRESSURE (PSIA) | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 |
| GAS COMPRESSOR RATIO | 1.26 | 1.23 | 1.23 | 1.24 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| GAS COMPRESSOR SUCTION TEMPERATURE (°F) | 8.4 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | 37.0 | 38.7 | 38.7 | 38.7 | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 |
| STATION OUTLET GAS TEMPERATURE (°F) | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| CHLORINE COOLING DUTY TONS REQUIRED | 4,687 | 5,329 | 5,329 | 5,329 | 4,715 | 20,055 | 17 | | | |
| NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 |
| SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 |
| TOTAL PROpane COMPRESSOR HORSEPOWER (50 HORSEPOWER) | 5,662 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 |
| TOTAL PROpane COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED | | | | | | | | | | |



| STATION NUMBER | CA-01 | CA-02 | CA-03 | CA-04 | CA-05 | CA-06 | CA-07 | CA-08 | TOTALS | + |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| STATION NUMBER | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 | 4344 |
| STATION ELEVATION (FEET) | 150 | 690 | 510 | 290 | 250 | 120 | 340 | 40 | 4 | 3 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (50 HORSEPOWER) | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| TOTAL GAS COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED | 18,408 | 16,940 | 17,468 | 14,063 | 66,879 | 7 | | | | |
| GAS VOLUME INTO STATION (MMCFD) | 2,480 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 |
| STATION FUEL GAS (MMCFD) | 5.7 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |
| GAS VOLUME OUT OF STATION (MMCFD) | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 | 2,437 |
| GAS COMPRESSOR SUCTION PRESSURE (PSIA) | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 | 1,350.4 |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 | 1,698.5 |
| GAS COMPRESSOR RATIO | 1.26 | 1.23 | 1.23 | 1.24 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| GAS COMPRESSOR SUCTION TEMPERATURE (°F) | 8.4 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 | 12.6 |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | 37.0 | 38.7 | 38.7 | 38.7 | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 |
| STATION OUTLET GAS TEMPERATURE (°F) | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| CHLORINE COOLING DUTY TONS REQUIRED | 4,687 | 5,329 | 5,329 | 5,329 | 4,715 | 20,055 | 17 | | | |
| NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 |
| SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 | 17,000 |
| TOTAL PROpane COMPRESSOR HORSEPOWER (50 HORSEPOWER) | 5,662 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 | 5,731 |
| TOTAL PROpane COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED | | | | | | | | | | |

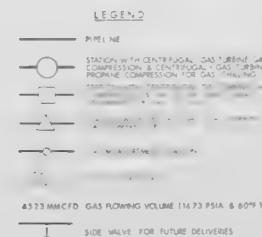
PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)
MAINLINE

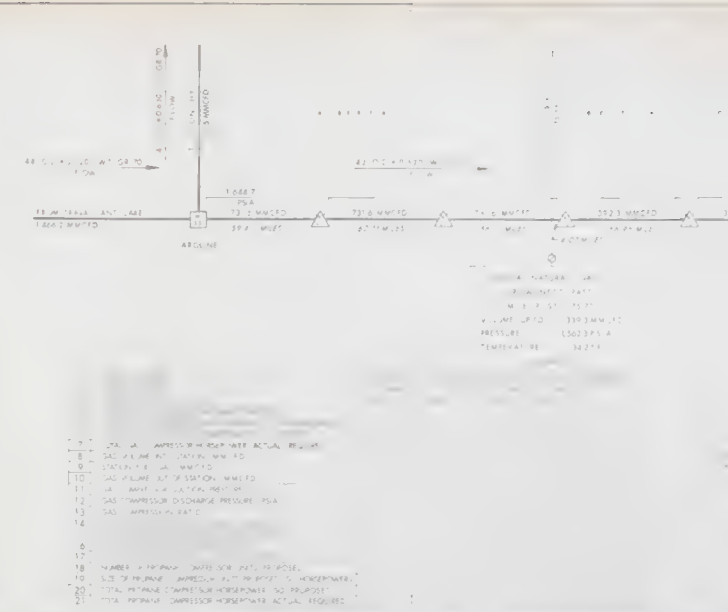


| STATION NUMBER | K-00 | K-01 | K-02 | K-03 | TOTALS |
|--|---------|---------|--------|--------|--------|
| STATION ALLOCATION | 59.40 | 119.75 | 179.84 | 124.80 | |
| | | 2.4 | | 2.77 | |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | |
| RATE OF GAS COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER) | 30,000 | 30,000 | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (ISO) PROPOSED | 30,000 | 30,000 | | | 60,000 |
| | 2 | 2 | 2 | 2 | 1.000 |
| | | | | | |
| | 37 | 38 | | | 7.5 |
| GAS VOLUME OUT OF STATION (MMCF/D) | 2,383.4 | 2,379.0 | | | |
| GAS COMPRESSOR PRESSURE (PSIAB) | 1,432.0 | 1,440.5 | | | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIAB) | 1,701.9 | 1,702.1 | | | |
| GAS COMPRESSION RATIO | 1.197 | 1.18 | | | |
| GAS COMPRESSOR RCT ON TEMPERATURE (°F) | 59.0 | 56.8 | | | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | 72.0 | 80.1 | | | |
| STATION OUTLET GAS TEMPERATURE (°F) | 72.0 | 80.0 | | | |
| CHILLING/COOLING DUTY (TONS) REQUIRED | 0 | 0 | | | |
| NUMBER OF PROHANE COMPRESSOR UNITS PROPOSED | | | | | |
| SIZE OF PROHANE COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER) | | | | | |
| TOTAL PROHANE COMPRESSOR HORSEPOWER (ISO) PROPOSED | | | | | |
| TOTAL PROHANE COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED | | | | | |

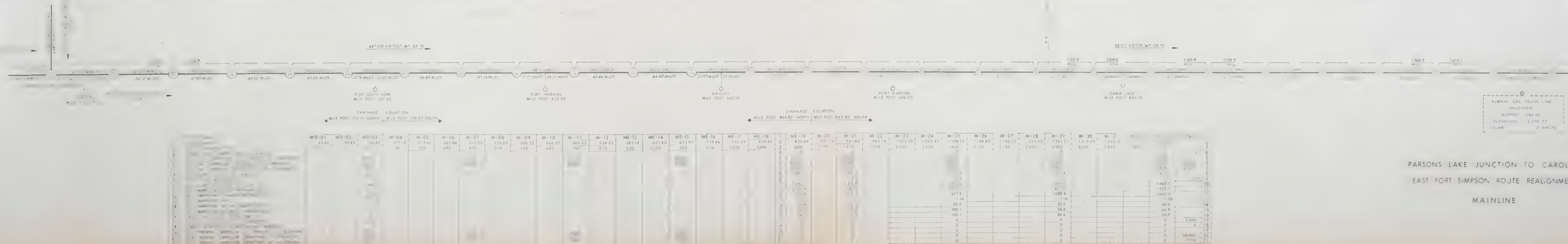


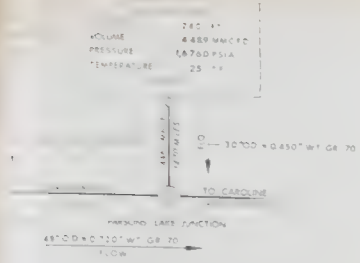
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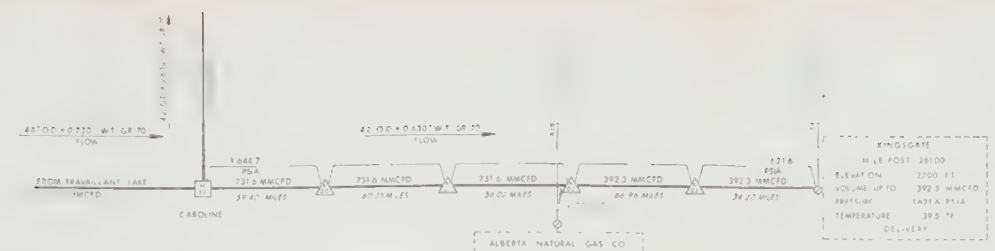


MACKENZIE DELTA TO PARSONS LAKE JUNCTION GAS SUPPLY LINES

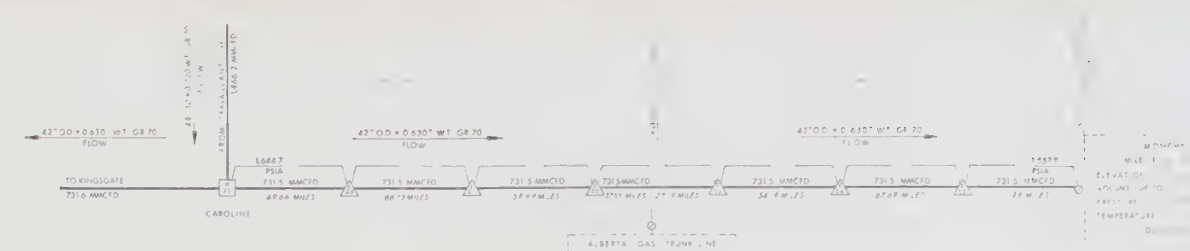




A TO PARSONS LAKE JUNCTION
AS SUPPLY LINES



CAROLINE TO KINGSGATE

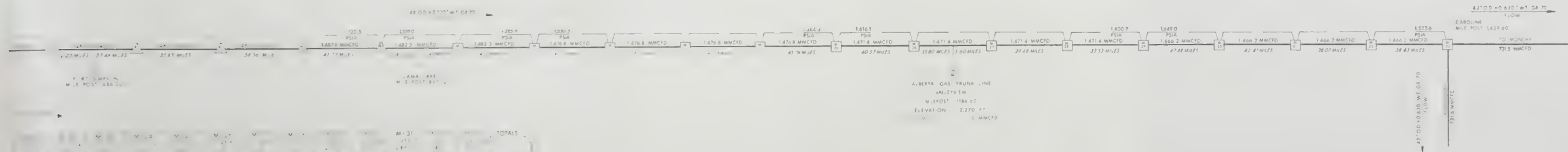


CAROLINE TO MONCHY

GAS DELIVERY LINES

| STATION NUMBER | K-00 | K-01 | K-02 | K-03 | TOTALS |
|--|-------|--------|--------|--------|--------|
| STATION MILEPOST | 39.40 | 119.75 | 170.84 | 246.80 | |
| STATION ELEVATION (FEET) | 4170 | 4400 | 4930 | 4230 | |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | | |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (HHP) | | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (HHP) PROPOSED | | | | | |
| NUMBER OF GAS COMPRESSOR UNITS REQUIRED | | | | | |
| SIZE OF GAS COMPRESSOR UNITS REQUIRED (HHP) | | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (HHP) REQUIRED | | | | | |
| GAS VOLUME INTO STATION (MMCFD) | | | | | |
| STATION FUEL GAS (MMCFD) | | | | | |
| GAS VOLUME OUT OF STATION (MMCFD) | | | | | |
| GAS COMPRESSOR Suction Pressure (PSIA) | | | | | |
| GAS COMPRESSOR Discharge Pressure (PSIA) | | | | | |
| GAS COMPRESSOR RATIO | | | | | |
| COMPRESSOR SECTION TEMPERATURE (°F) | | | | | |
| PROPOSED COMPRESSOR HORSEPOWER (HHP) | | | | | |
| REQUIRED COMPRESSOR HORSEPOWER (HHP) | | | | | |

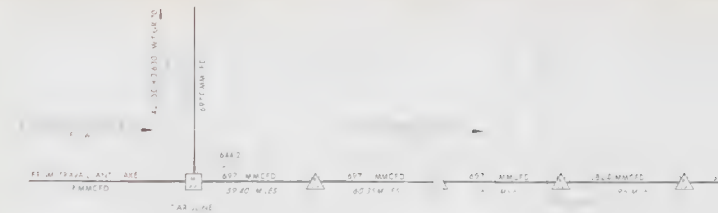
| | | |
|----|--|--|
| 1 | STATION NUMBER | |
| 2 | STATION MILEPOST | |
| 3 | STATION ELEVATION (FEET) | |
| 4 | NUMBER OF GAS COMPRESSOR UNITS PROPOSED | |
| 5 | SIZE OF GAS COMPRESSOR UNITS PROPOSED (HHP) | |
| 6 | TOTAL GAS COMPRESSOR HORSEPOWER (HHP) PROPOSED | |
| 7 | NUMBER OF GAS COMPRESSOR UNITS REQUIRED | |
| 8 | SIZE OF GAS COMPRESSOR UNITS REQUIRED (HHP) | |
| 9 | TOTAL GAS COMPRESSOR HORSEPOWER (HHP) REQUIRED | |
| 10 | GAS VOLUME INTO STATION (MMCFD) | |
| 11 | STATION FUEL GAS (MMCFD) | |
| 12 | GAS VOLUME OUT OF STATION (MMCFD) | |
| 13 | GAS COMPRESSOR Suction Pressure (PSIA) | |
| 14 | GAS COMPRESSOR Discharge Pressure (PSIA) | |
| 15 | GAS COMPRESSOR RATIO | |
| 16 | COMPRESSOR SECTION TEMPERATURE (°F) | |
| 17 | PROPOSED COMPRESSOR HORSEPOWER (HHP) | |
| 18 | REQUIRED COMPRESSOR HORSEPOWER (HHP) | |
| 19 | SIZE OF PROPOSED COMPRESSOR UNITS (HHP) | |
| 20 | TOTAL PROPOSED COMPRESSOR HORSEPOWER (HHP) | |
| 21 | REQUIRED PROPOSED COMPRESSOR HORSEPOWER (HHP) | |



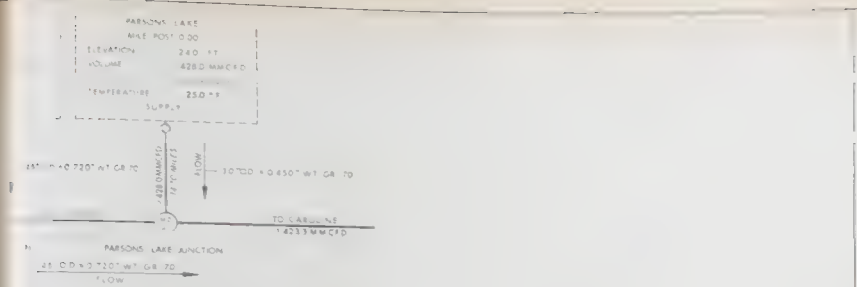
PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE

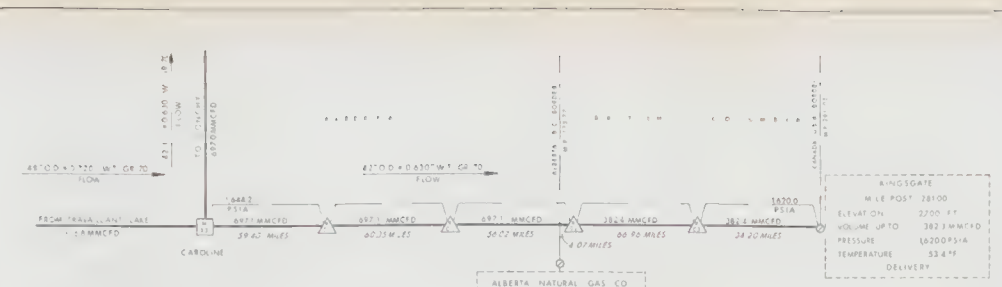
- LEGEND
- PIPELINE
 - STATION WITH CENTRIFUGAL GAS TURBINE AND PROPRANE COMPRESSION FOR GAS CHILLING
 - STATION WITH CENTRIFUGAL GAS TURBINE AND PROPRANE COMPRESSION FOR GAS CHILLING
 - △ STATION WITH CENTRIFUGAL GAS TURBINE AND PROPRANE COMPRESSION FOR GAS CHILLING
 - MEASUREMENT STATION
 - PSIA PIPELINE PRESSURE
 - 452 MMCFD GAS FLOWING VOLUME 473 PSIA & 30°F
 - 5 OF VALVE AND FUTURE DELIVER



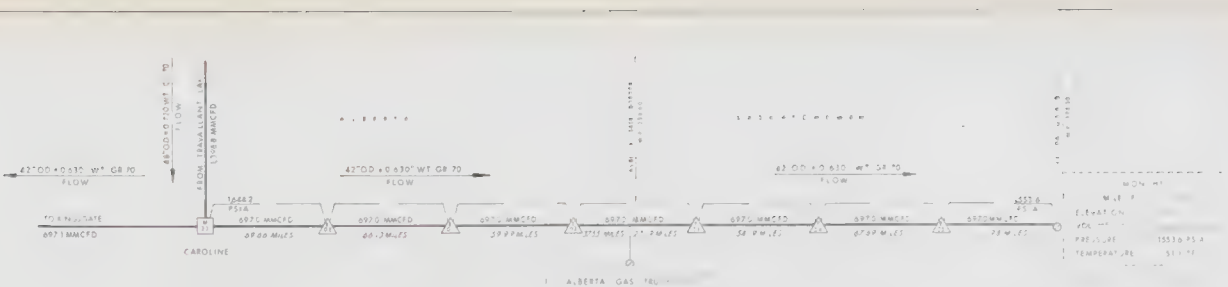
PARSONS LAKE JUNCTION TO CAROL
(EAST FORT SIMPSON ROUTE REALIGN.)
MAINLINE



A TO PARSONS LAKE JUNCTION
AS SUPPLY LINES



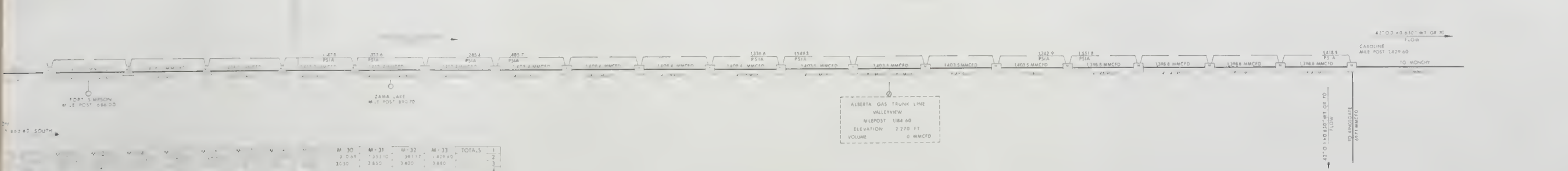
CAROLINE TO KINGSGATE



CAROLINE TO MONCHY

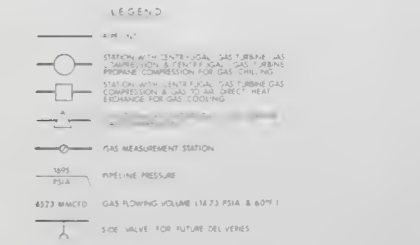
| STATION NUMBER | K-00 | K-01 | K-02 | K-03 | TOTALS |
|---|------|-------|-------|-------|--------|
| STATION ELEVATION (FEET) | 1940 | 11975 | 17084 | 24080 | |
| STATION ELEVATION (FEET) | 1170 | 4400 | 8930 | 8230 | |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED | | | | | |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | | | |
| GAS VOLUME INTO STATION (MMCFD) | | | | | |
| STATION FUEL GAS (MMCFD) | | | | | |
| GAS VOLUME OUT OF STATION (MMCFD) | | | | | |
| GAS COMPRESSOR SUCTION PRESSURE (PSIA) | | | | | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | | | | |
| GAS COMPRESSOR RATIO | | | | | |
| GAS COMPRESSOR SUCTION TEMPERATURE (°F) | | | | | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | | | | |
| STATION OUTLET GAS TEMPERATURE (°F) | | | | | |
| HEATING COOLING DUTY (BTU) REQUIRED | | | | | |
| NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | | | | | |
| SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | |
| TOTAL PROpane COMPRESSOR HORSEPOWER (50) PROPOSED | | | | | |
| TOTAL PROpane COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | | | |

| STATION NUMBER | E-00 | E-01 | E-02 | E-03 | E-04 |
|---|------|------|-------|-------|------|
| STATION ELEVATION (FEET) | 8984 | 3579 | 19518 | 21512 | 214 |
| STATION ELEVATION (FEET) | 2870 | 240 | 2632 | 2382 | 233 |
| NUMBER OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | |
| SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER (50) PROPOSED | | | | | |
| TOTAL GAS COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | | | |
| GAS VOLUME INTO STATION (MMCFD) | | | | | |
| STATION FUEL GAS (MMCFD) | | | | | |
| GAS VOLUME OUT OF STATION (MMCFD) | | | | | |
| GAS COMPRESSOR SUCTION PRESSURE (PSIA) | | | | | |
| GAS COMPRESSOR DISCHARGE PRESSURE (PSIA) | | | | | |
| GAS COMPRESSOR RATIO | | | | | |
| GAS COMPRESSOR SUCTION TEMPERATURE (°F) | | | | | |
| GAS COMPRESSOR DISCHARGE TEMPERATURE (°F) | | | | | |
| STATION OUTLET GAS TEMPERATURE (°F) | | | | | |
| HEATING COOLING DUTY (BTU) REQUIRED | | | | | |
| NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | | | | | |
| SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | | | | | |
| TOTAL PROpane COMPRESSOR HORSEPOWER (50) PROPOSED | | | | | |
| TOTAL PROpane COMPRESSOR HORSEPOWER ACTUAL REQUIRED | | | | | |



PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE



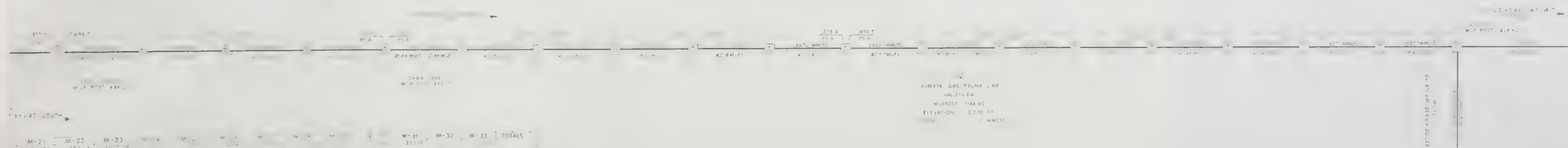




CAROLINE TO KINGSGATE

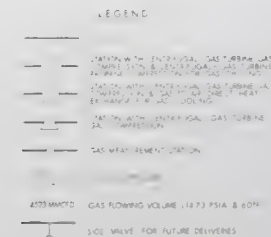
CAROLINE TO MONCHY


GAS DELIVERY LINES

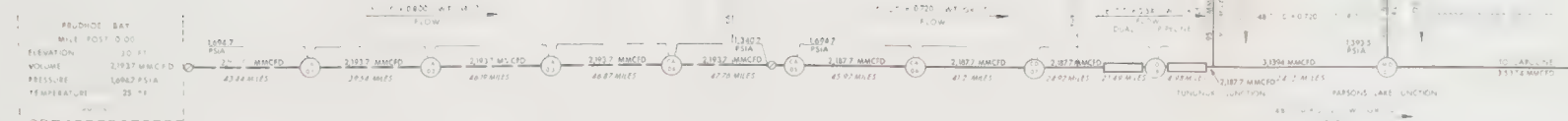


PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE




 CANADIAN ARCTIC GAS PIPELINE LIMITED
 1000 W. 4th Ave.
 Vancouver, B.C. V6H 1A1
 AVERAGE WINTER CONDITIONS - OPERATING YEAR 2

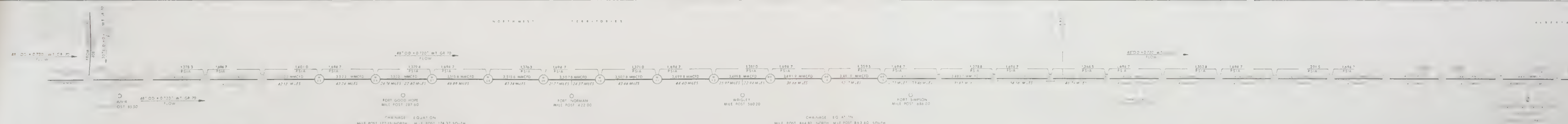


| STATION NUMBER | CA-01 | CA-02 | CA-03 | CA-04 | CA-06 | CD-07 | CD-08 | TOTALS | 1 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|--------|----|
| STATION ELEVATION FEET | 4348 | 8248 | 2817 | 17024 | 26977 | 31098 | 35739 | | 2 |
| STATION ELEVATION FEET | 130 | 890 | 50 | 290 | 120 | 340 | 40 | | 3 |
| STATION ELEVATION FEET | | | | | | | | | 4 |
| STATION ELEVATION FEET | | | | | | | | | 5 |
| STATION ELEVATION FEET | | | | | | | | | 6 |
| STATION ELEVATION FEET | | | | | | | | | 7 |
| STATION ELEVATION FEET | | | | | | | | | 8 |
| STATION ELEVATION FEET | | | | | | | | | 9 |
| STATION ELEVATION FEET | | | | | | | | | 10 |

PRUDHOE BAY AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION GAS SUPPLY LINES

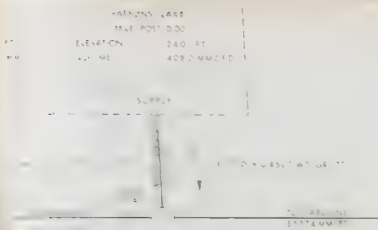


| STATION NUMBER | CA-01 | CA-02 | CA-03 | CA-04 | CA-06 | CD-07 | CD-08 | TOTALS | 1 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|--------|----|
| STATION ELEVATION FEET | 4348 | 8248 | 2817 | 17024 | 26977 | 31098 | 35739 | | 2 |
| STATION ELEVATION FEET | 130 | 890 | 50 | 290 | 120 | 340 | 40 | | 3 |
| STATION ELEVATION FEET | | | | | | | | | 4 |
| STATION ELEVATION FEET | | | | | | | | | 5 |
| STATION ELEVATION FEET | | | | | | | | | 6 |
| STATION ELEVATION FEET | | | | | | | | | 7 |
| STATION ELEVATION FEET | | | | | | | | | 8 |
| STATION ELEVATION FEET | | | | | | | | | 9 |
| STATION ELEVATION FEET | | | | | | | | | 10 |



| STATION NUMBER | M-09 | M-10 | M-11 | M-12 | M-13 | M-14 | M-15 | M-16 | M-17 | M-18 | M-19 | M-20 | M-21 | M-22 | M-23 | M-24 | M-25 | M-26 | M-27 | M-28 | M-29 | M-30 | M-31 | M-32 | M-33 | TOTALS | 1 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|-------|--------|--------|--------|--------|--------|----|
| STATION ELEVATION FEET | 40023 | 44037 | 48983 | 53413 | 58114 | 62180 | 67397 | 71946 | 75529 | 80985 | 85684 | 90718 | 94884 | 98274 | 102020 | 106247 | 110823 | 114880 | 119020 | 122988 | 12892 | 131087 | 133510 | 139117 | 142940 | | 2 |
| STATION ELEVATION FEET | 320 | 450 | 700 | 810 | 570 | 1170 | 550 | 710 | 1210 | 1490 | 3 | 1890 | 1070 | 1290 | 2540 | 2320 | 5840 | 2190 | 2140 | 2400 | 4000 | 1030 | 2810 | 3400 | 1840 | | 3 |
| STATION ELEVATION FEET | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 |
| STATION ELEVATION FEET | | | | | | | | | | | | | | | | | | | | | | | | | | | 5 |
| STATION ELEVATION FEET | | | | | | | | | | | | | | | | | | | | | | | | | | | 6 |
| STATION ELEVATION FEET | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 |
| STATION ELEVATION FEET | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 |
| STATION ELEVATION FEET | | | | | | | | | | | | | | | | | | | | | | | | | | | 9 |
| STATION ELEVATION FEET | | | | | | | | | | | | | | | | | | | | | | | | | | | 10 |

PARSONS LAKE JUNCTION TO CAROL EAST FORT SIMPSON ROUTE REALIGN MAINLINE

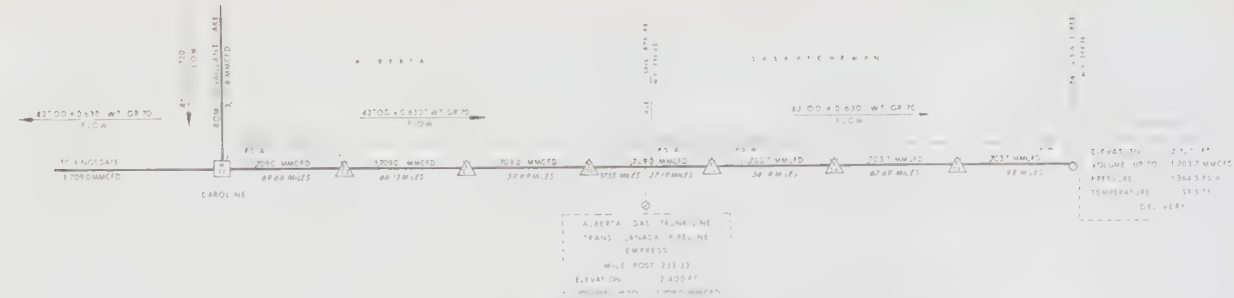


ND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES

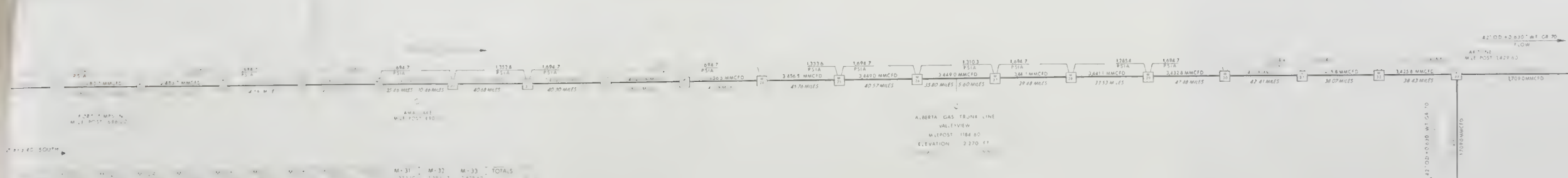


CAROLINE TO KINGSGATE

GAS DELIVERY LINES

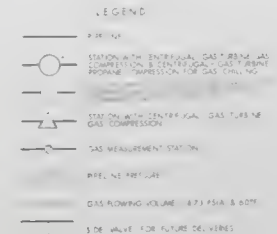


CAROLINE TO MONCHY



PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE



CANADIAN ARCTIC GAS PIPELINE LIMITED
FLOW DIAGRAM
MAXIMUM CAPACITY
AVERAGE SUMMER CONDITIONS - OPERATING YEAR 2



PRUDHOE BAY AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 | 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 | 470 | 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 | 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 | 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 | 520 | 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 | 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 | 550 | 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 | 560 | 561 | 562 | 563 | 564 | 565 | 566 | 567 | 568 | 569 | 570 | 571 | 572 | 573 | 574 | 575 | 576 | 577 | 578 | 579 | 580 | 581 | 582 | 583 | 584 | 585 | 586 | 587 | 588 | 589 | 590 | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 | 601 | 602 | 603 | 604 | 605 | 606 | 607 | 608 | 609 | 610 | 611 | 612 | 613 | 614 | 615 | 616 | 617 | 618 | 619 | 620 | 621 | 622 | 623 | 624 | 625 | 626 | 627 | 628 | 629 | 630 | 631 | 632 | 633 | 634 | 635 | 636 | 637 | 638 | 639 | 640 | 641 | 642 | 643 | 644 | 645 | 646 | 647 | 648 | 649 | 650 | 651 | 652 | 653 | 654 | 655 | 656 | 657 | 658 | 659 | 660 | 661 | 662 | 663 | 664 | 665 | 666 | 667 | 668 | 669 | 670 | 671 | 672 | 673 | 674 | 675 | 676 | 677 | 678 | 679 | 680 | 681 | 682 | 683 | 684 | 685 | 686 | 687 | 688 | 689 | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 | 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 | 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 | 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 | 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 | 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 | 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 | 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 | 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 | 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 | 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 | 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 | 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 | 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 | 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 | 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 | 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 | 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 | 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 | 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 | 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 | 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 | 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 | 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 | 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 | 1001 | 1002 | 1003 | 1004 | 1005 | 1006 | 1007 | 1008 | 1009 | 1010 | 1011 | 1012 | 1013 | 1014 | 1015 | 1016 | 1017 | 1018 | 1019 | 1020 | 1021 | 1022 | 1023 | 1024 | 1025 | 1026 | 1027 | 1028 | 1029 | 1030 | 1031 | 1032 | 1033 | 1034 | 1035 | 1036 | 1037 | 1038 | 1039 | 1040 | 1041 | 1042 | 1043 | 1044 | 1045 | 1046 | 1047 | 1048 | 1049 | 1050 | 1051 | 1052 | 1053 | 1054 | 1055 | 1056 | 1057 | 1058 | 1059 | 1060 | 1061 | 1062 | 1063 | 1064 | 1065 | 1066 | 1067 | 1068 | 1069 | 1070 | 1071 | 1072 | 1073 | 1074 | 1075 | 1076 | 1077 | 1078 | 1079 | 1080 | 1081 | 1082 | 1083 | 1084 | 1085 | 1086 | 1087 | 1088 | 1089 | 1090 | 1091 | 1092 | 1093 | 1094 | 1095 | 1096 | 1097 | 1098 | 1099 | 1100 | 1101 | 1102 | 1103 | 1104 | 1105 | 1106 | 1107 | 1108 | 1109 | 1110 | 1111 | 1112 | 1113 | 1114 | 1115 | 1116 | 1117 | 1118 | 1119 | 1120 | 1121 | 1122 | 1123 | 1124 | 1125 | 1126 | 1127 | 1128 | 1129 | 1130 | 1131 | 1132 | 1133 | 1134 | 1135 | 1136 | 1137 | 1138 | 1139 | 1140 | 1141 | 1142 | 1143 | 1144 | 1145 | 1146 | 1147 | 1148 | 1149 | 1150 | 1151 | 1152 | 1153 | 1154 | 1155 | 1156 | 1157 | 1158 | 1159 | 1160 | 1161 | 1162 | 1163 | 1164 | 1165 | 1166 | 1167 | 1168 | 1169 | 1170 | 1171 | 1172 | 1173 | 1174 | 1175 | 1176 | 1177 | 1178 | 1179 | 1180 | 1181 | 1182 | 1183 | 1184 | 1185 | 1186 | 1187 | 1188 | 1189 | 1190 | 1191 | 1192 | 1193 | 1194 | 1195 | 1196 | 1197 | 1198 | 1199 | 1200 | 1201 | 1202 | 1203 | 1204 | 1205 | 1206 | 1207 | 1208 | 1209 | 1210 | 1211 | 1212 | 1213 | 1214 | 1215 | 1216 | 1217 | 1218 | 1219 | 1220 | 1221 | 1222 | 1223 | 1224 | 1225 | 1226 | 1227 | 1228 | 1229 | 1230 | 1231 | 1232 | 1233 | 1234 | 1235 | 1236 | 1237 | 1238 | 1239 | 1240 | 1241 | 1242 | 1243 | 1244 | 1245 | 1246 | 1247 | 1248 | 1249 | 1250 | 1251 | 1252 | 1253 | 1254 | 1255 | 1256 | 1257 | 1258 | 1259 | 1260 | 1261 | 1262 | 1263 | 1264 | 1265 | 1266 | 1267 | 1268 | 1269 | 1270 | 1271 | 1272 | 1273 | 1274 | 1275 | 1276 | 1277 | 1278 | 1279 | 1280 | 1281 | 1282 | 1283 | 1284 | 1285 | 1286 | 1287 | 1288 | 1289 | 1290 | 1291 | 1292 | 1293 | 1294 | 1295 | 1296 | 1297 | 1298 | 1299 | 1300 | 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1444 | 1445 | 1446 | 1447 | 1448 | 1449 | 1450 | 1451 | 1452 | 1453 | 1454 | 1455 | 1456 | 1457 | 1458 | 1459 | 1460 | 1461 | 1462 | 1463 | 1464 | 1465 | 1466 | 1467 | 1468 | 1469 | 1470 | 1471 | 1472 | 1473 | 1474 | 1475 | 1476 | 14 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-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4 NUMBER OF CAL. IMPRESSOR PUTS IN USED
5 SIZE OF CAL. IMPRESSOR W. PUT IN USED
6 TOTAL CAL. IMPRESSOR HOURS/POWER TO PROPOSED
7 TOTAL CAL. IMPRESSOR HOURS/POWER ACTUAL
8 CAL. PUT IN STATION W. CAL.
9 STATION NO. CAL. WAS

4. 60. "The probability of a person being a doctor is 0.01, the probability of a person being a lawyer is 0.02, and the probability of a person being a judge is 0.03. What is the probability of a person being a doctor, lawyer, or judge?"

ND MACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES

CAROLINE TO KINGSGATE

CAROLINE TO MONCHY

GAS DELIVERY LINES

LEGEND

- [illegible]

PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

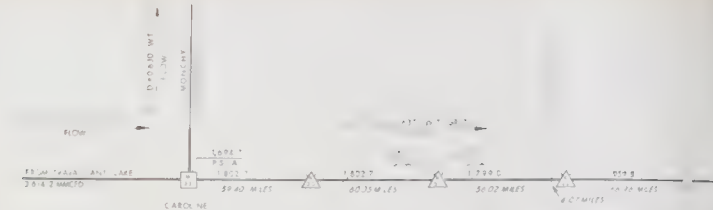
MAINLINE



CANADIAN ARCTIC GAS PIPELINE LIMITED

MAXIM. M. CAPACITY

AVERAGE AFTER CONDITIONS - OPERATING YEAR



2. 7447, 82 145
 2. 47 7447 145
 4. 7447 145
 1. 7447 145
 2. 7447 145



PARSONS LAKE JUNCTION TO CARO
(EAST FORT SIMPSON ROUTE REALIGN)

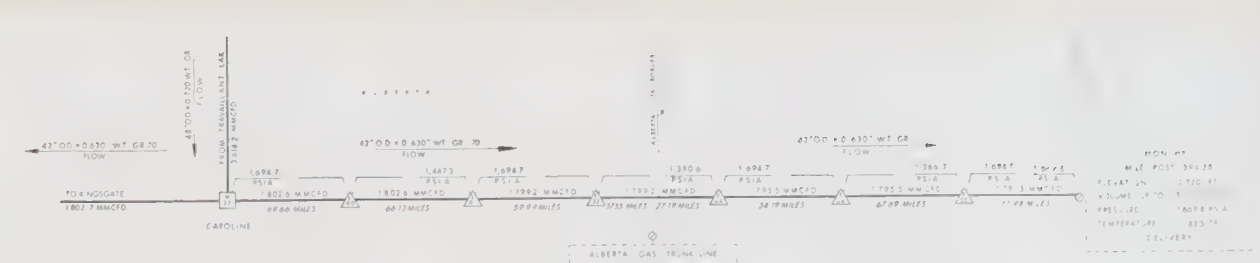
MAINLINE



AND VACKENZIE DELTA TO PARSONS LAKE JUNCTION
GAS SUPPLY LINES



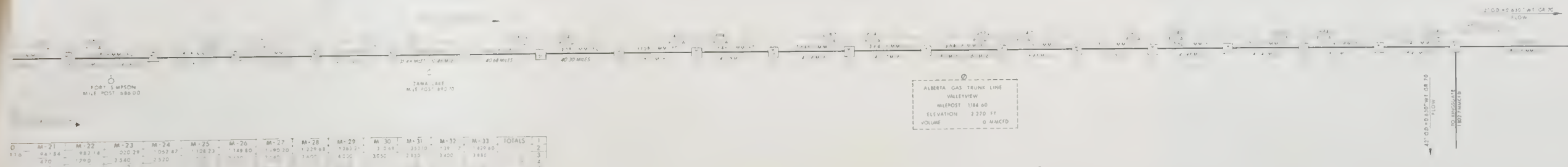
CAROLINE TO KINGSGATE



CAROLINE TO MONCHY

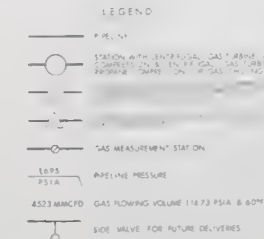
GAS DELIVERY LINES

| STATION NUMBER | K-00 | K-01 | K-02 | K-03 | TOTALS |
|---|--------|--------|--------|--------|--------|
| 1. STATION NUMBER | 59.40 | 118.75 | 179.84 | 248.80 | |
| 2. STATION ELEVATION (FEET) | 4170 | 4400 | 4930 | 4230 | |
| 3. NUMBER OF GAS COMPRESSOR UNITS PROPOSED | 1 | 1 | 1 | 1 | 4 |
| 4. SIZE OF GAS COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 30000 | 30000 | 30000 | 30000 | 120000 |
| 5. TOTAL GAS COMPRESSOR HORSEPOWER (50 HORSEPOWER) | 15325 | 15325 | 15325 | 15325 | 61300 |
| 6. TOTAL GAS COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED | 18027 | 18027 | 18027 | 18027 | 72111 |
| 7. STATION FUEL GAS (MMCFD) | 3.7 | 3.7 | 3.7 | 3.7 | 15.0 |
| 8. GAS VOLUME OUT OF STATION (MMCFD) | 1.7990 | 1.7990 | 1.7990 | 1.7990 | 7.1960 |
| 9. GAS COMPRESSOR Suction Pressure (PSIA) | 1385.0 | 1385.0 | 1385.0 | 1385.0 | 1385.0 |
| 10. GAS COMPRESSOR Discharge Pressure (PSIA) | 1699.2 | 1699.2 | 1699.2 | 1699.2 | 1699.2 |
| 11. GAS COMPRESSOR Efficiency (%) | 88.7 | 88.7 | 88.7 | 88.7 | 88.7 |
| 12. CHILLING COOLING DUTY (TONS) REQUIRED | 0 | 0 | 0 | 0 | 0 |
| 13. NUMBER OF PROpane COMPRESSOR UNITS PROPOSED | 0 | 0 | 0 | 0 | 0 |
| 14. PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 0 | 0 | 0 | 0 | 0 |
| 15. TOTAL PROpane COMPRESSOR HORSEPOWER (50 HORSEPOWER) | 0 | 0 | 0 | 0 | 0 |
| 16. TOTAL PROpane COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED | 0 | 0 | 0 | 0 | 0 |



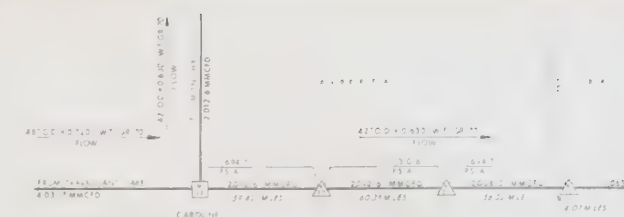
PARSONS LAKE JUNCTION TO CAROLINE
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE



1975 年 4 月 28 日 星期一

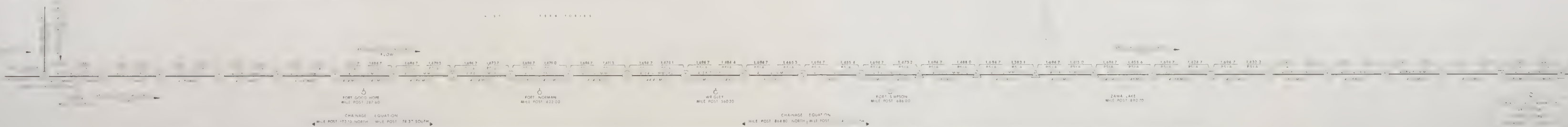
MAINLINE

[illegible]

- ```

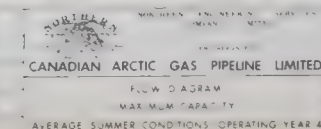
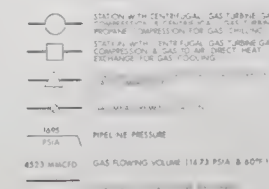
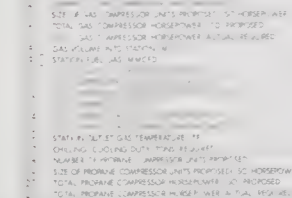
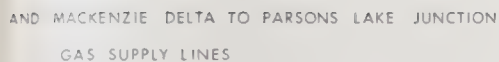
2 . STAT. P. W. EST.
3 . STAT. ON. ELEVATION. FEET
6 . NUMBER OF GAS COMPRESS.

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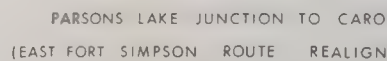


PARSONS LAKE JUNCTION TO CAR  
(EAST FORT SIMPSON ROUTE REALIG

MAINLINE

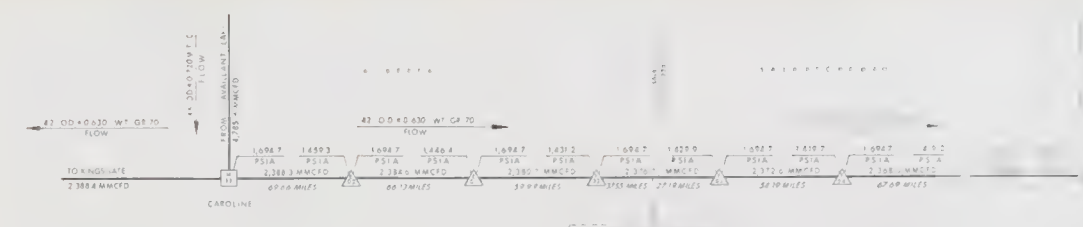


9. SIZE OF PROPANE COMPRESSOR NOT PROPOSED TO EXCEED 1000 LB.



MAINLINE



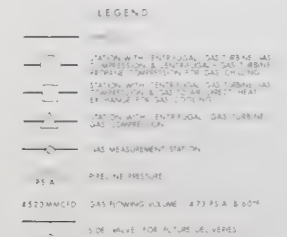


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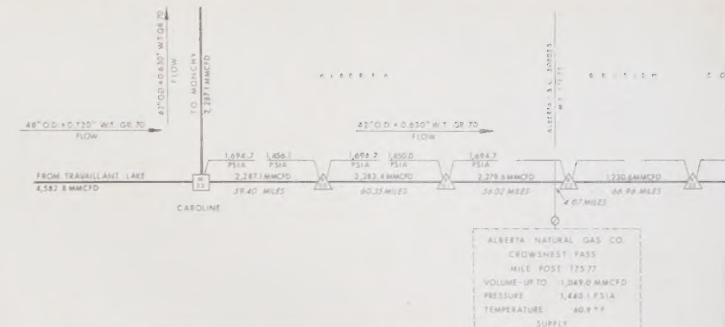
1 * P R I N T
2
3 *
4 * W E L D P O S T 233 1
5 * E L E M E N T 2 4 0 1 1
6 * V O L U M E U P T O 2370.7 M I L
7
8 *
9 * *
10 *
11 * S T A T I O N E L E M E N T F E E T
12 * N U M B E R O F G A S C O M P R E S S I O N U N I T S P R O M I S E D
13 *
14 *
15 *
16 *
17 * S T A T I O N F U L G A S W E I G H T
18 * S A E V O L U M E C U T I N S T A T I O N M I M E D
19 * S A E C O M P R E S S I O N F A C T I O N P E S S I M
20 * S A E P R E S S U R E I N P S I W A R D P R E S S U R E I N P S I
21 * C O M P R E S S I O N R A T I O
22 * G A S C O M P R E S S I O N F A C T I O N T E M P E R A T U R E I N F
23 *
24 *
25 *
26 * N U M B E R O F P R O B I N G C O M P R E S S I O N U N I T S P R O M I S E D
27 *
28 *
29 *
30 * T O T A L P R O P A N E C O M P R E S S I O N F A C T I O N A C T U A L R E S U L T

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CAROLINE TO MONCHY

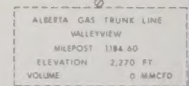


MAINLINE

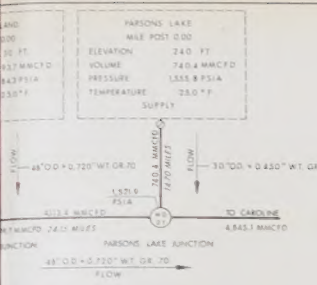


| 2  | STATION NUMBER                                            | K-00    | K-01    | K-02   | K-03   | TOTALS |
|----|-----------------------------------------------------------|---------|---------|--------|--------|--------|
| 3  | STATION MISCPT                                            | 39.40   | 117.75  | 178.84 | 748.80 |        |
| 4  | STATION ELEVATION (FEET)                                  | 4.170   | 4.400   | 4.930  | 4.230  |        |
| 5  | NUMBER OF GAS COMPRESSOR UNITS PROPOSED                   |         |         |        |        |        |
| 6  | SIZE OF GAS COMPRESSOR UNIT PROPOSED (50 HORSEPOWER)      | 30.000  | 30.000  |        |        |        |
| 7  | TOTAL GAS COMPRESSOR HORSEPOWER (ACT) PROPOSED            | 30.000  | 30.000  |        |        | 80.000 |
| 8  | TOTAL GAS COMPRESSOR HORSEPOWER (RATING) REQUIRED         | 15.407  | 16.274  |        |        | 31.683 |
| 9  | GAS VOLUME INTO STATION (MMCF/D)                          | 2.2871  | 2.2834  |        |        |        |
| 10 | STATION PUEB GAS (MMCF/D)                                 | 3.2     | 3.2     |        |        | 7.5    |
| 11 | GAS VOLUME OUT OF STATION (MMCF/D)                        | 2.2834  | 2.2764  |        |        |        |
| 12 | GAS COMPRESSOR SUCTION PRESSURE (PSIA)                    | 1,452.8 | 1,446.5 |        |        |        |
| 13 | GAS COMPRESSOR DISCHARGE PRESSURE (PSIA)                  | 1,793.1 | 1,762.2 |        |        |        |
| 14 | GAS COMPRESSION RATIO                                     | 1.19    | 1.18    |        |        |        |
| 15 | GAS COMPRESSOR SECTION TEMPERATURE (°F)                   | 50.0    | 56.8    |        |        |        |
| 16 | GAS COMPRESSOR DISCHARGE TEMPERATURE (°F)                 | 77.9    | 80.1    |        |        |        |
| 17 | STATION OUTLET GAS TEMPERATURE (°F)                       | 77.8    | 80.0    |        |        |        |
| 18 | CHILLING/COOLING DUTY (TONS) REQUIRED                     | 0       | 0       |        |        |        |
| 19 | NUMBER OF PROpane COMPRESSOR UNITS PROPOSED               | 0       | 0       |        |        |        |
| 20 | SIZE OF PROpane COMPRESSOR UNITS PROPOSED (50 HORSEPOWER) | 0       | 0       |        |        |        |
| 21 | TOTAL PROpane COMPRESSOR HORSEPOWER (ACT) PROPOSED        | 0       | 0       |        |        |        |
| 22 | TOTAL PROpane COMPRESSOR HORSEPOWER (RATING) REQUIRED     | 0       | 0       |        |        |        |

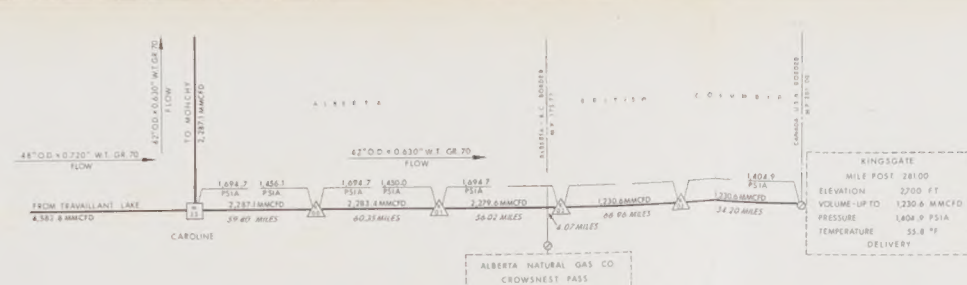
PARSONS LAKE JUNCTION TO CARO  
EAST FORT SIMPSON ROUTE REALIGN



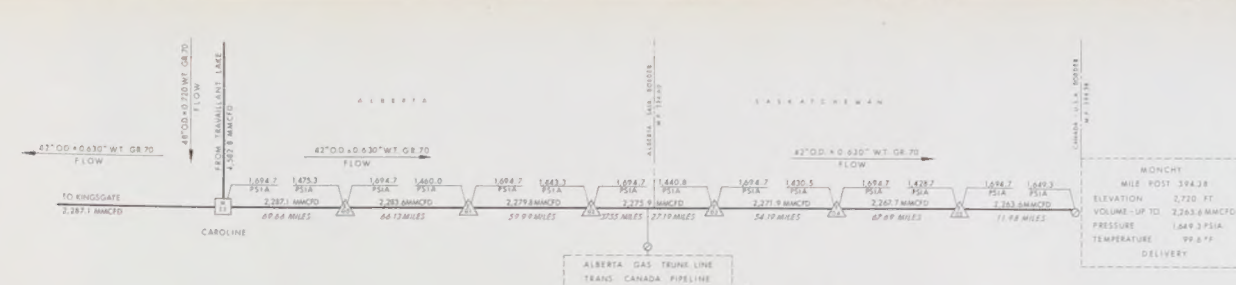




AND MACKENZIE DELTA TO PARSONS LAKE JUNCTION  
GAS SUPPLY LINES



CAROLINE TO KINGSGATE

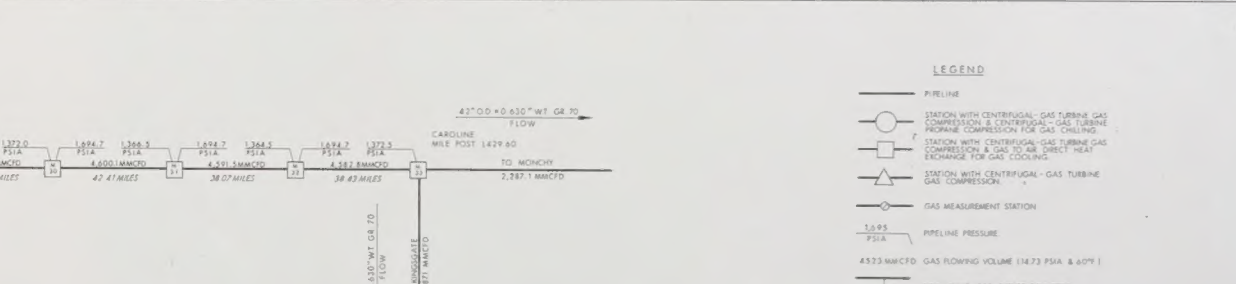
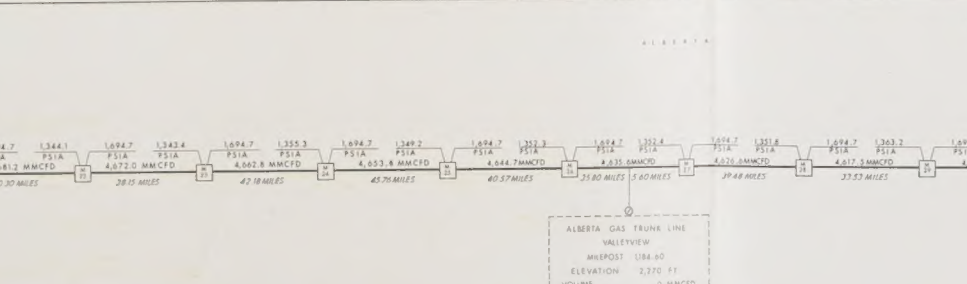
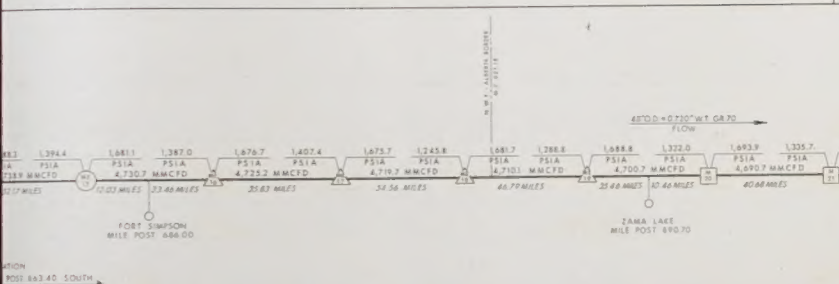


CAROLINE TO MONCHY

| 1  | STATION NUMBER                                               | K-00    | K-01    | K-02    | K-03    | TOTALS  |
|----|--------------------------------------------------------------|---------|---------|---------|---------|---------|
| 2  | STATION ELEVATION (FEET)                                     | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 |
| 3  | STATION ELEVATION (FEET)                                     | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 |
| 4  | NUMBER OF GAS COMPRESSOR UNITS PROPOSED                      | 1       | 1       | 1       | 1       | 4       |
| 5  | SIZE OF GAS COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER)       | 30,000  | 30,000  | 30,000  | 30,000  | 120,000 |
| 6  | TOTAL GAS COMPRESSOR HORSEPOWER (ISO) PROPOSED               | 30,000  | 30,000  | 30,000  | 30,000  | 120,000 |
| 7  | TOTAL GAS COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED            | 15,407  | 10,276  | 10,276  | 10,276  | 46,235  |
| 8  | GAS VOLUME INTO STATION (MMCFD)                              | 2,287.1 | 2,287.1 | 2,287.1 | 2,287.1 | 2,287.1 |
| 9  | STATION FUEL GAS (MMCFD)                                     | 3.7     | 3.7     | 3.7     | 3.7     | 14.8    |
| 10 | GAS VOLUME OUT OF STATION (MMCFD)                            | 2,283.4 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 |
| 11 | GAS COMPRESSOR SUCTION PRESSURE (PSIA)                       | 1,452.8 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 |
| 12 | GAS COMPRESSOR DISCHARGE PRESSURE (PSIA)                     | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 |
| 13 | GAS COMPRESSOR RATIO                                         | 1.17    | 1.18    | 1.18    | 1.18    | 1.18    |
| 14 | GAS COMPRESSOR SUCTION TEMPERATURE (°F)                      | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    |
| 15 | GAS COMPRESSOR DISCHARGE TEMPERATURE (°F)                    | 73.9    | 80.1    | 80.1    | 80.1    | 80.1    |
| 16 | STATION OUTLET GAS TEMPERATURE (°F)                          | 73.8    | 80.0    | 80.0    | 80.0    | 80.0    |
| 17 | CHILLING/COOLING DUTY (TONS) REQUIRED                        | 0       | 0       | 0       | 0       | 0       |
| 18 | NUMBER OF PROXIMATE COMPRESSOR UNITS PROPOSED                | 0       | 0       | 0       | 0       | 0       |
| 19 | SIZE OF PROXIMATE COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER) | 0       | 0       | 0       | 0       | 0       |
| 20 | TOTAL PROXIMATE COMPRESSOR HORSEPOWER (ISO) PROPOSED         | 0       | 0       | 0       | 0       | 0       |
| 21 | TOTAL PROXIMATE COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED      | 0       | 0       | 0       | 0       | 0       |

GAS DELIVERY LINES

| 1  | STATION NUMBER                                               | E-00    | E-01    | E-02    | E-03    | E-04    | E-05    | TOTALS  |
|----|--------------------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|
| 2  | STATION ELEVATION (FEET)                                     | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 |
| 3  | STATION ELEVATION (FEET)                                     | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 |
| 4  | NUMBER OF GAS COMPRESSOR UNITS PROPOSED                      | 1       | 1       | 1       | 1       | 1       | 1       | 6       |
| 5  | SIZE OF GAS COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER)       | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 180,000 |
| 6  | TOTAL GAS COMPRESSOR HORSEPOWER (ISO) PROPOSED               | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 180,000 |
| 7  | TOTAL GAS COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED            | 14,194  | 15,490  | 12,223  | 17,833  | 18,870  | 19,292  | 103,022 |
| 8  | GAS VOLUME INTO STATION (MMCFD)                              | 2,287.1 | 2,283.4 | 2,279.8 | 2,279.8 | 2,279.8 | 2,287.1 | 2,287.1 |
| 9  | STATION FUEL GAS (MMCFD)                                     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 14.8    |
| 10 | GAS VOLUME OUT OF STATION (MMCFD)                            | 2,283.4 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,287.1 | 2,279.8 |
| 11 | GAS COMPRESSOR SUCTION PRESSURE (PSIA)                       | 1,452.8 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 |
| 12 | GAS COMPRESSOR DISCHARGE PRESSURE (PSIA)                     | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 |
| 13 | GAS COMPRESSOR RATIO                                         | 1.17    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    |
| 14 | GAS COMPRESSOR SUCTION TEMPERATURE (°F)                      | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    |
| 15 | GAS COMPRESSOR DISCHARGE TEMPERATURE (°F)                    | 73.9    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    |
| 16 | STATION OUTLET GAS TEMPERATURE (°F)                          | 73.8    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    |
| 17 | CHILLING/COOLING DUTY (TONS) REQUIRED                        | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 18 | NUMBER OF PROXIMATE COMPRESSOR UNITS PROPOSED                | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 19 | SIZE OF PROXIMATE COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER) | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 20 | TOTAL PROXIMATE COMPRESSOR HORSEPOWER (ISO) PROPOSED         | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 21 | TOTAL PROXIMATE COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED      | 0       | 0       | 0       | 0       | 0       | 0       | 0       |



PARSONS LAKE JUNCTION TO CAROLINE  
(EAST FORT SIMPSON ROUTE REALIGNMENT)

MAINLINE

| 1  | STATION NUMBER                                               | M-01    | M-02    | M-03    | M-04    | M-05    | M-06    | M-07    | M-08    | M-09    | M-10    | M-11    | M-12    | M-13    | TOTALS  |
|----|--------------------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 2  | STATION ELEVATION (FEET)                                     | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 |
| 3  | STATION ELEVATION (FEET)                                     | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 | 1,170.0 |
| 4  | NUMBER OF GAS COMPRESSOR UNITS PROPOSED                      | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 14      |
| 5  | SIZE OF GAS COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER)       | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 420,000 |
| 6  | TOTAL GAS COMPRESSOR HORSEPOWER (ISO) PROPOSED               | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 30,000  | 420,000 |
| 7  | TOTAL GAS COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED            | 15,407  | 10,276  | 10,276  | 10,276  | 10,276  | 10,276  | 10,276  | 10,276  | 10,276  | 10,276  | 10,276  | 10,276  | 10,276  | 141,232 |
| 8  | GAS VOLUME INTO STATION (MMCFD)                              | 2,287.1 | 2,283.4 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,287.1 | 2,287.1 |
| 9  | STATION FUEL GAS (MMCFD)                                     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 3.7     | 14.8    |
| 10 | GAS VOLUME OUT OF STATION (MMCFD)                            | 2,283.4 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,279.8 | 2,287.1 | 2,279.8 |
| 11 | GAS COMPRESSOR SUCTION PRESSURE (PSIA)                       | 1,452.8 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 | 1,446.5 |
| 12 | GAS COMPRESSOR DISCHARGE PRESSURE (PSIA)                     | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 | 1,701.9 |
| 13 | GAS COMPRESSOR RATIO                                         | 1.17    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    | 1.18    |
| 14 | GAS COMPRESSOR SUCTION TEMPERATURE (°F)                      | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    | 50.6    |
| 15 | GAS COMPRESSOR DISCHARGE TEMPERATURE (°F)                    | 73.9    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    | 80.1    |
| 16 | STATION OUTLET GAS TEMPERATURE (°F)                          | 73.8    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    | 80.0    |
| 17 | CHILLING/COOLING DUTY (TONS) REQUIRED                        | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 18 | NUMBER OF PROXIMATE COMPRESSOR UNITS PROPOSED                | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 19 | SIZE OF PROXIMATE COMPRESSOR UNITS PROPOSED (ISO HORSEPOWER) | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 20 | TOTAL PROXIMATE COMPRESSOR HORSEPOWER (ISO) PROPOSED         | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |
| 21 | TOTAL PROXIMATE COMPRESSOR HORSEPOWER (ACTUAL) REQUIRED      | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       |

LEGEND

- PIPERLINE
- STATION WITH CENTRIFUGAL-GAS TURBINE GAS COMPRESSOR & CENTRIFUGAL-GAS TURBINE PROXIMATE COMPRESSOR FOR GAS CHILLING
- STATION WITH CENTRIFUGAL-GAS TURBINE GAS COMPRESSOR & GAS TURBINE PROXIMATE COMPRESSOR FOR GAS CHILLING
- STATION WITH CENTRIFUGAL-GAS TURBINE GAS COMPRESSOR & GAS TURBINE PROXIMATE COMPRESSOR FOR GAS CHILLING
- GAS MEASUREMENT STATION
- PIPERLINE PRESSURE
- 43.73 MMCFD GAS FLOWING VOLUME (14.73 PSIA & 60.9 °F)
- SIDE VALVE FOR FUTURE DELIVERIES

DESIGNED BY: NORTHERN ENGINEERING SERVICES COMPANY LIMITED  
DRAWN BY: NORTHERN ENGINEERING SERVICES COMPANY LIMITED  
CHECKED BY: NORTHERN ENGINEERING SERVICES COMPANY LIMITED  
ENGINEER: NORTHERN ENGINEERING SERVICES COMPANY LIMITED  
PROJECT NO.:  
DATE:  
SHEET NO.:  
AVERAGE SUMMER CONDITIONS-OPERATING YEARS





